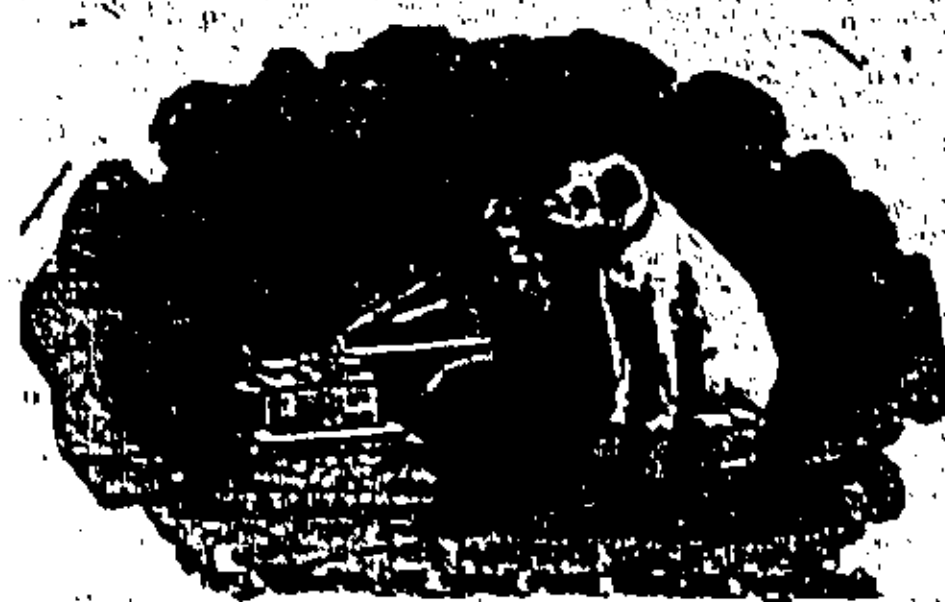
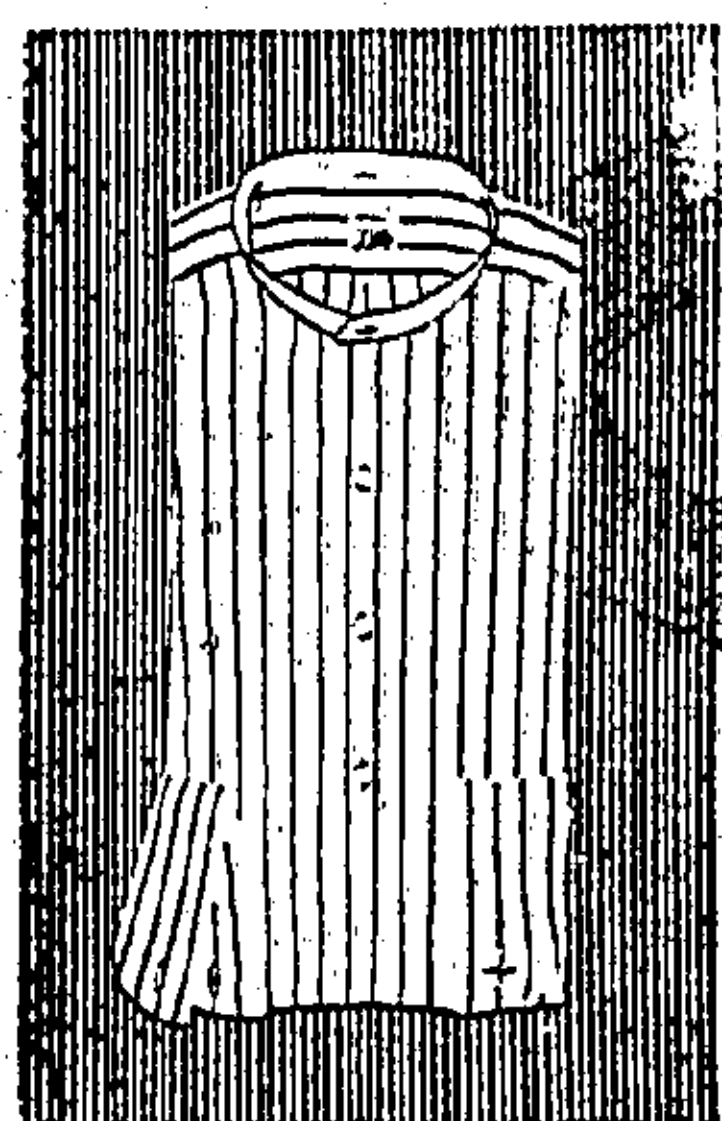



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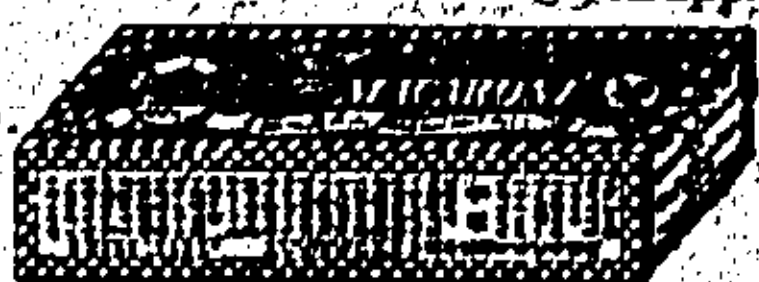
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HONGKONG AS AN AIR-PORT.

(Continued from page 3.)

For thy mission means the establishment of permanent peace." Marquis Okuma, formerly Premier of Japan, said: "The success of your mission means perpetual peace to the world." Viscount Kaneko, His Majesty's Privy Counsellor, said: "The Commission is sowing the seed of international friendship upon the entire world." Baron Sakatani, formerly Minister of Finance, said: "I know America well and that America is great in many things, but the organization of the First Aerial Derby Around the World is the greatest of all things as it will bring the peoples of all lands closer together and make for perpetual peace." Mr. E. W. Frazer, Commissioner of the Derby for Japan and Korea, said: "The true dove of peace is the aeroplane." Dr. John C. Ferguson, advisor to the President of China, and Commissioner for the Derby for China, in accepting the position as Commissioner, said: "This is the most important position I have ever held." After consultation with many of the leading statesmen of Japan, Government Officials, Military and Civilian, the Commission sent the following cable to the President of the clubs in New York: "Universal co-operation assured"; and from China: "Heartily endorsed"; from the Philippines: "Wonderful reception"; from Korea: "Approved." From the little Portuguese Colony: "Aerial Service organized." I read in the issue of the *Daily Press*, published in your City, on January 30th, a two-column report on the Imperial Air Routes, the White Paper of the Advisory Committee on Civil Aviation of Great Britain, the strongest article and recommendations for aviation ever published. And what message has Britain's great Colony in the Orient, Hongkong, to give the Commission to send around the world to assist in the advancement of aviation!

PROGRESS OF AVIATION IN THE STATES. Mr. BENJAMIN HILLMAN said:—Flying for sport, pleasure and transportation is developing by leaps and bounds in the United States. The following data were gathered by our Commission during our visit to twenty cities on our way to San Francisco. We found that in one section of the United States alone, since June this year, there had been sold 2,000 aeroplanes. These planes are all used for passenger-carrying and transportation, and everywhere the Commission was told that people ready to buy aeroplanes were held back by inability on the part of manufacturers to make prompt deliveries and supply larger aeroplanes equipped with several motors to use for long distance transportation and flying boats to use on waterways. Aeroplanes dealers in various cities stated that they could have sold ten times as many aeroplanes this year if the manufacturers had been able to supply them. In some places large automobile dealers have taken up the aeroplane business and state their readiness to place order for 100 machines of each type next year. One dealer who bought one hundred aeroplanes last year in June, sold them all within sixty days and then bought forty more which he sold, and could dispose of two hundred more if he could get deliveries. A Chicago dealer sold \$750,000 worth of air-craft parts and supplies. The extensive use of planes for transportation, surveying, passenger-carrying and other useful purposes in the middle and north-west was a revelation even to the aeronautic authorities in the party, who, for the past ten years, as leaders of the aeronautic movement, have at times been considered pessimistic. We know that when the Atlantic City Aeronautic Convention started in May, all the aeroplanes were owned by the Army and Navy, and it took several months for the manufacturers to liquidate their Government orders and secure release of aeroplanes for private use. Now that the restrictions are removed a great aeronautic boom has started which has practically no limit, except a possible failure on the part of manufacturers to produce suitable aircraft in large quantities. Great Britain has some of the best air ports in the world. In deciding the site of a landing field for land aeroplanes it is well to consider the size required by the largest aeroplane to-day. A field with a runway of 1,500 feet in the direction of the prevailing winds is sufficient for the average two large passenger-carrying aeroplanes like the 20-passenger Lawson Aerial Pullman which recently flew from Cincinnati to New York and from New York to Chicago. This plane, like the large Handley-Page, Caproni and Farman passenger-carrying planes, can land on a field of less than 2,000 feet runway, but it is a risky practice. The field should afford a runway of 3,000 feet in the direction of the prevailing winds. You will never regret having made allowances for landing on your field as soon as you have the field, and permanent mail and transportation air lines will be running from your City to other cities. Aeroplanes will land at your airports. The British dirigible R-34 came to the United States on the invitation of the Aero Club of America because we secured a good airport for it. This dirigible was followed by dirigibles many times larger, one being under construction, which has ten million cubic feet hydrogen capacity and will lift 303 tons, of which 100 tons will be cargo, and will be capable of navigating the air for 20 days or 36,000 miles without stopping, at a speed of 60 miles an hour, reducing the time from London to Hongkong to about 5 days.

FROM HONGKONG TO LONDON.

Sir ARTHUR WHITTEN BROWN said that, after listening to the Commission for all round the world Derby, he was sure he felt that the next best thing to do would be to rush off and start the air service right away and take a passage to London in five days. Certainly the time was coming when that could be done. He was as enthusiastic as possible, but where transport was concerned he did not think that it was a thing to be rushed. They could start a line, transport lines would be started, but only where there was a sufficient volume of traffic to show a return on the enormous capital which must be invested. Now, to run a line from Hongkong to London, the invested capital to carry on an aerial service would not be less than about £2,000,000 to £3,000,000, and to show a return on that capital the passage charged per passenger would be approximately from £150 to £200. Mails would be carried at from 6d. to 1s. an ounce. The machines to carry on such a service would have to take a minimum load of 15 tons. That was as far as a small airship was concerned, but the airships would be larger in the future. Would there be 15 tons passengers a week to be carried between Hongkong and London? If there were, then such a service would be carried on. If there were not, then there was no hope whatever of having such a service. At the present moment Great Britain had aeroplanes for short distance and high speed work and dirigibles for long distance and moderate speed work. During the last great railway strike dirigibles were used for the carrying of mails and passengers. Here in Hongkong they had practically no ground available for an aerodrome, and in the New Territories it would be an expensive business to provide an aerodrome suitable for big machines. One of the speakers had just told them that a 1,500 feet run would be needed for a large machine. He knew of a big Handley-Page machine which had to struggle along for half a mile before it got going. With a smaller machine 600 to 800 feet of clear run was absolutely necessary, and more than that, if possible, to allow opportunities for pulling, etc. So that here they would be confined to the flying boat. They were constructing now for the Government two large machines of 5,000 horse-power and 240 feet span which would not require a landing ground but merely a tower standing at a height sufficient for an airship to swing round and get clear of any building. That would suffice as a landing stage. For landing purposes a special pier could be erected near the town, whereas for aeroplanes an aerodrome would have to be built some distance away from town. Of course a floating boat, must go near the wharf, so that whilst there was the greatest possible future for air transport and whilst air transport showed great advantages over every other means of transport, he asked them to exercise caution in approaching the subject. They must remember that it was always a question whether any line instituted was going to have the necessary number of passengers after the pleasure-seekers had finished with it. The idea of a race round the world was excellent, but unfortunately—if he might criticise it—it had been made a race for individuals with abundance of money, and at the prize mentioned, £50,000, would not cover the expense of carrying out the flight. The race would have to be won by someone who was in a position to spend more money than the prize or one who had financial backing. If a man had £100,000 at his disposal he could start in two minutes with a dirigible which could be constructed in England and which would cover the world with not more than three stops. If it were not for the expense he would have liked to compete himself. (Applause.)

THE CHAIRMAN then said:—We have all listened with deep interest to the instructive words spoken by the commission and Sir Arthur Brown, and on behalf of the Chamber of Commerce I would like to express our thanks to them for addressing us to-night. I think however, that our thanks should take a more concrete form—a form more likely to appeal to them in that they will feel that their efforts have been rewarded. Whatever views you held before this meeting, I feel sure now that you are convinced we ought to take some practical step, as it were, to place ourselves on the map aeronautically, and I am consequently going to propose a resolution committing us to the opinion that an aviation club should be formed as soon as possible in the Colony. (Applause.) The Chamber of Commerce can, of course, do a great deal towards the encouragement of aviation, but I am sure that somebody with practical experience in flying on the Committee would be able to co-operate with the Chamber of Commerce, giving advice and assistance and also co-operate with the Government in any aerial transport question which affected the interests of the Colony. I, therefore, beg to propose—

"That in the opinion of this Meeting an Aviation Club be formed in Hongkong having for its object the encouragement and expansion of commercial aviation in general, and its application to this port in particular." (Applause.) The Hon. Mr. E. V. D. Parr, in seconding, said: I quite agree with the remarks our Chairman has made and our thanks are due to the gentlemen who so kindly came here to-night to speak on this most interesting subject of aeronautics, which, I think, has vast possibilities in the future. Nothing has been said about the possibilities of opening up China and helping her by aeronautics. I believe it is one of those things that will help China to open up, not only for her own benefit but for the benefit of the world, and the results must be far-reaching. (Applause.) The resolution was carried unanimously.

SIR A. WHITTEN BROWN IN HONGKONG.

DESCRIBES HIS NON-STOP ATLANTIC FLIGHT.

TRIBUTE TO THE LATE SIR JOHN ALLCOCK.

Sir Arthur Whitten Brown, who took part in the non-stop Atlantic flight, delivered an interesting lecture, dealing with the historic flight, at the Hongkong University, yesterday morning. Professor Brown presided, and there were present the Professors of the Institution and the students.

THE CHAIRMAN, in introducing the distinguished lecturer, said he was proud to claim that the lecturer was not merely of the same clan as himself but was a fellow townsman of his. The lecturer went to Manchester, and for many years worked as an engineer. In 1914 when the war broke out the lecturer joined the Air Force, and after a very thrilling and successful career on the Western front had the misfortune to be made a prisoner of war as a result of his machine, which was flying over Germany, being shot down. After two years' miserable existence in the hands of the Germans he was repatriated, and his spirit of adventure not being killed he took further risks in the air, and early last summer he undertook the extraordinary feat of flying over the Atlantic Ocean in a non-stop flight for the first time. (Applause.)

Sir A. WHITTEN BROWN, who was greeted with applause, said that no doubt they all knew that there was a prize offered by Lord Northcliffe, the owner of the *Daily Mail* and other papers, for a non-stop flight between the Continent of America and the British Isles, the flight to be completed at a given number of hours and without a stop. The shortest distance over the Atlantic was between Newfoundland and Ireland, and that was 1,680 nautical miles or 2,000 land miles. With the instruments they carried there was sufficient weight for the fuel to cover a distance of 2,300 miles. That gave them an excess of 350 miles, and this was necessary as they had to make certain deviations and to make allowance for head winds, which would increase the distance. Winds going at the rate of forty miles an hour were met on the ocean and they had to be extremely careful. As the wind at the season was blowing from West to East it was thought better to fly from Newfoundland to England rather than the other way. The machine, in which the flight was undertaken, was built by Vickers, a firm which not only built warships and machine guns but, during the war, thousands of aeroplanes. The machine used was a Vimy, a biplane, 60 feet span, 43 feet in length with two Rolls-Royce engines. The lecturer next gave minute details of the machinery of the plane and stated that there was sufficient fuel to last for 25 hours at a speed of 90 miles an hour. After trial flights in England the machine was taken to pieces and packed, and with a staff of mechanics the party left for Newfoundland where they found that there was no suitable ground to build an aerodrome. The part of Newfoundland on which they were very similar to Hongkong and had many hills and very little flat land. They required at least 600 feet of level ground, and after some difficulty managed to purchase five fields which were converted into an aerodrome. They had no covering for the machine except a tarpaulin and as there was rain at the time they were rather nervous about the magnetos. The machine was completed on the 11th of June, and they made their first trial trip the same day. The most important thing for the journey, of course, was the equipment and means for navigation. In connection with navigation they had wireless telegraphy fitted on the plane for the purposes of finding out the direction. Secondly they made observations of the sun and the stars, and thirdly, in conjunction with the other two, they had a system of dead reckoning. When about to start the receiving apparatus was found to be useless, and they determined not to use it. They had to make allowance for the wind; that is to say, if an aeroplane was travelling at 100 miles an hour and there was a pressure against it of 40 miles, they would be only travelling at the rate of sixty miles an hour, and they would have to make up the lost speed by increasing it. When an aeroplane was travelling at 150 miles an hour it was difficult for the observer to find out the directions, because observations by the sun and stars usually took 25 minutes to make up, and then the plane would be 60 or 60 miles away from the point where the observations commenced. The direction was also taken by means of the compass, the speed by the peto-tube and the height by the barometer. The second trial

was made on June 15th, and they wanted, if possible, to start on June 13th. They were not able to do that, however, because they found that the petrol filters, which purified the supply of petrol to the engines, were becoming choked with some curious deposit, which was discovered to be a sort of sulphur. They determined to obtain pure petrol and as a result could not start till January 14th. Allcock and himself turned out at the aerodrome early in the morning ready to start but found the weather so bad, with a wind running at 40 knots an hour, that they had to give up the idea. At noon the same day, however, they decided to start on the journey. Their food consisted of not coffee in Thermos flasks, sandwiches and chocolates. They also had emergency food in the shape of malted milk and compressed food. They started at 4.12 p.m. Greenwich time. The wind was blowing strongly, and Allcock had a big problem to face in order to get the machine into the air. It was really a super-human piece of piloting. Allcock was one of the finest pilots England ever had. They started all right, went up to a height of 800 feet, and then turned in the direction of St. John's. They crossed the coast land at 4.23 p.m., and the lecturer obtained sufficient data to ascertain what speed they were going at. They had not left the coast for ten minutes when they encountered a bad fog below and a cloud above. The cloud prevented them from making solar observations and the fog below prevented them from seeing the ocean, thereby making it difficult to discover the direction in which they were steering. They climbed up still higher, very slowly for fear of straining the engines, and after going up to a height of 1,500 feet the wireless went out of order, cutting off communication with all the stations. An hour after that the inner exhaust pipe burst, and the flames were continually playing out of the engine making it red hot. Fortunately the wires did not give way. At 8.30 a.m. they passed through the lower cloud, only to find a second cloud 7,000 feet high. There was, however, a glimpse of the sun and they were able to find out the direction in which they were flying. After flying for some time they ran into a thick cloud at 2 p.m. and as a result their senses became somewhat confused. The aeroplane commenced to swing around and developed a spin, and because of the barometer they discovered that they were only 300 feet above the ocean. Allcock managed to right the aeroplane just about 50 feet above the water, and then they commenced climbing up again and reached a height of 11,000 feet, only to find another cloud which stretched from 300 feet above the water to 11,000 feet. They gave up trying to straighten the aeroplane, and continuing a straight course, managed after an hour's flight to reach the Coast of Ireland. They wanted to land at Galway where there was an aerodrome, but when they reached Clifton, where the clouds were extremely low, as on leaving Clifton they had to negotiate a hilly country, they decided to land there, instead of proceeding to Galway. Unfortunately the field they alighted in turned out to be an Irish bog and the machine was tilted. There might have been a crash if the front part of the fuselage was not made of steel. The people at the wireless station helped them and they managed to get off and telegraph their safe arrival. (Applause.) Dr. G. P. GORDON, in proposing a vote of thanks to the lecturer, stated that he thought they were extremely fortunate to have had first-hand information of the marvellous feat that had been performed. (Applause.)—In a very few words, Sir Arthur Brown had drawn a picture which would remain in their mind for all time. Such events as the Atlantic flight had made the history of the world.

MORTGAGE OF A SHIP. INTERESTING CASE IN THE SUPREME COURT.

At the Supreme Court, yesterday, the Chief Justice (Sir William Rees Davies, K.C.), heard an action in which the China Hong Ning Life Insurance Co., Ltd., and Lee Sing Ku claimed from the steamship *Me Hong* the sum of \$144,910.85, on a mortgage for principal, interest and certain other expenses.

The case was originally fixed for Monday, but had to be postponed owing to the non-appearance of Mr. Alabaster Counsel for the plaintiff. The Chief Justice yesterday remarked to Mr. Alabaster that he was glad to see Mr. Alabaster was not wrecked. Mr. Alabaster: I was in a thick fog. His Lordship: I am told you were in the perils of the deep. Mr. Alabaster (smiling): I was on the deep!

Opening his case, Mr. Alabaster said that the action under Admiralty jurisdiction, was for the closure of a mortgage on a ship for the non-payment of the principal sum, interest and certain expenses to which the mortgages had been put. There had been no appearance for the defence and the necessary order to proceed with the case *ex parte* had been obtained. The mortgage was entered into on December 6th, 1918. The total amount authorised was \$150,000, but the actual premium borrowed was \$130,000. The necessary month's notice was given that repayment of the money was wanted. Later, the plaintiffs took possession of the ship, which had since been anchored at Yaumatei. The plaintiffs had paid the salaries of the crew.

The second plaintiff (Lee Sing Ku) said that the owners of the vessel had absconded, and their whereabouts were not known. Mr. Alabaster said that no doubt if there was an excess they would bear of the owners. If there was a deficit the owners would not re-appear. Lee King Ku (witness) said he wished the vessel to be sold by public auction. Judgment was given for plaintiff with costs, as asked, subject to reference to the Registrar in respect of the sums expended by the plaintiffs. His Lordship also granted an order for the sale of the vessel by auction.

RANDOM REFLECTIONS

What is a "Scotman," within the meaning of the new Volunteer Ordinance? I ask the question because the intention to form a Scottish Company in the local Force calls to mind a conversation I had recently with a young Englishman—or young Canadian as he might call himself—who had served throughout the war in one of the Canadian Scottish regiments. He had never been to Scotland, and so far as he knew, his ancestors—at any rate for some generations back—had had no Scottish blood in their veins. He astonished me by saying that 80 per cent. of the regiment were no more Scottish than he was himself. That is borrowing plumes—I mean kilt—with a vengeance. Is the Scottish Company of the Hongkong Volunteers to be formed in this way? If not, who is to define what is a Scotsman for the purposes of the Act? A man can hardly be expected to submit a properly attested record of his lineal descent. What then shall be the test? A correct pronunciation of that blessed word "Auchtermuchty," or a real liking for haggis?

There is no definition of a Scotsman in the draft ordinance, and if one is not inserted before the Bill is passed I suppose a definition will have to be provided in the form of a regulation by the Governor-in-Council. Even so, it must come before the Legislative Council for approval. A public debate on the subject cannot be escaped. The community will look forward to it with keen interest. I was about to remark that there is now only one Scotsman—Mr. John Johnstone—on the Legislative Council, but that would be saying too much. Quite recently the Colonial Secretary has reassured his right to be regarded as a Scotsman, on special occasions, because he is "quarter Scotch"—though I have some recollection of his publicly admitting on one occasion that he was more "Soder and Man." His Scottish hearers saw the joke next morning and laughed considerably.

There will be no lack of qualified officers for the new Force, for, as everybody knows, a very large proportion of the men who left their civil employments in the Colony during the war to "join up," and have now returned, obtained commissions in the Army. Was Service will doubtless count for much in the selection of officers for the Volunteer Corps, though there are others without service in the battlefield, but who have helped to keep the flag flying in the local Defence Corps whose claims cannot be ignored. It will probably be a difficult job to satisfy the expectations of all ex-officers in this connection, but, having regard to the purposes for which a local volunteer force is to be maintained, an ex-officer will suffer no loss of dignity in the eyes of the public by "reverting to the ranks" until a commission in the corps falls vacant.

IN MEMORIAM

HONGKONG PEACE MEMORIAL COMMITTEE

The Preliminary Report on the purchase and sale of rice by the Hongkong Government was manifestly written by a master hand. It comes as near making black appear white as the most accomplished dispatch writer could possibly make it. I like the euphemism in the statement that "the cost to the Colony of the transactions in rice up to the end of the year will be well over \$2,000,000." Loss is such a dreadfully ugly word to employ, and the taxpayer might not like it. For the peace of his mind and the comfort of his soul he is told that it is perfectly clear that "whatever sum in dollars representing the loss is eventually arrived at will scarcely indicate the real facts." Humour has it that the loss to the Colonial Treasury will probably be nearer \$3,000,000 than \$2,000,000; but, then, as an offset to this, the Report tells us that "the indirect advantage to the Colony of the policy of non-interference with the ordinary rice trade cannot be reckoned in dollars, but the gain is so manifest that the policy requires no justification."

There is certainly a great deal to be said in favour of the policy, but this is the first intimation that the public has had that the Government realised at the outset that it would have to face a considerable loss. Was it quite so manifest when the policy was adopted that "the Government would have

ARMED ROBBERY IN CITY.
ONE MAN STABBED.

An armed robbery is reported to have taken place on the first floor of No. 184, Des Voeux Road at about 7.45 p.m. on Monday.

The premises are occupied by the Hop Wo firm, dealers in shark fins. Four men gained admittance to the premises under the pretext that they wanted to see the master of the shop. Once in the premises, two of them produced revolvers, and the others daggers and threatened the master and his wife, threatening to kill them if they raised an alarm. Two men stood guard over the terror-stricken inmates, and the other two ransacked the place and took \$1,000 in notes.

A fifth man, armed with a dagger, stood on guard on the staircase. He was asked by a *fokis* of a neighbouring shop, who suspected foul play, if there was anything amiss. Receiving an evasive answer the *fokis* pluckily caught hold of the robber and was stabbed in the back. He, however, raised an alarm, and the robbers decamped. When the Police arrived, the wounded man was removed to the hospital. His condition is not considered serious.

No arrests have been made so far.

DEATH OF MR. A. W. P. SPIERS

The death took place on Monday night of Mr. A. W. P. Spiers of the firm of Davis & Co., Hotel Mansions. The deceased, who was only thirty-three years of age, returned to the Colony two weeks ago on the *Peria Maru*, after a holiday in England. He fell ill of influenza on January 24th, and was removed to the Government Civil Hospital where he appeared to be progressing well. Pneumonia, however, set in, and he succumbed to its effects on Monday night at 11.30 o'clock.

The deceased was a native of Staffordshire and originally arrived in the Colony in 1912, joining the Hongkong Electric Company, with which firm he stayed till 1917. He was married in August last, and his wife and her mother accompanied him back to Hongkong. Much sympathy will be felt for the bereaved relatives, including the aged mother of the deceased who is in England.

THE FUNERAL

The funeral took place at the Protestant Cemetery, Happy Valley, last evening.

Amongst those present at the graveside were Mr. G. H. N. Bannerman (chief mourner) and Messrs. H. B. Bridger, D. J. Souza, F. Pettley, W. Stewart, U. Sorby, J. Stewart, P. Taylor, J. McIlvish, C. Strafford, W. Fleming, S. Baker, R. H. Beavan and M. Manuk, and many others.

The Rev. V. H. Copley Moyle officiated at the graveside. Many beautiful floral tributes were sent, including those from "The Sorrowing Wife," "Mother," "Aunt Louisa," "Sister Dora," "Sister Gladys," "Uncle Arthur and Aunt Mabel," Mr. and Mrs. G. H. N. Bannerman, Messrs. Sheehan, Tomes & Co. (Staff Machinery Dept.), Messrs. Sheehan, Tomes & Co., Messrs. Davis & Co. (Comptrollers of Staff), Messrs. Davis & Co., Mrs. P. M. Davis, Hongkong Electric Co., Mr. and Mrs. Stevenson, Mr. and Mrs. Gregory, Mr. and Mrs. W. E. Hollands, Mr. and Mrs. Walker, Mr. and Mrs. J. W. Stewart, Mr. and Mrs. W. Fraser, Mr. F. Graham, Mr. and Mrs. V. Sorby, Mr. and Mrs. J. C. H. L. Smith, Mr. and Mrs. M. Manuk, Mr. and Mrs. W. E. Douglas, and Messrs. H. Handley, E. B. Lambert, W. I. J. Souza, S. Baker, A. S. Graeme, L. C. Parker-Rees, O. R. Powrie, Chee Lai Hing and Mr. and Mrs. B. Budge.

to face a considerable loss of money"! It is safe to assume that the Government never expected the loss to be as heavy as it has proved, and, while the policy may have been all right, there would seem to have been something radically wrong somewhere in the process of carrying it out.

Is there really any possibility of our Naval establishments in Queen's Road being removed to Singapore? If not, why was no reference made to the Naval establishments in the discussion at the Legislative Council last week on the subject of removing the Military establishments? What lends countenance to an idea that important Naval changes may happen here is that Admiral of the Fleet, Viscount Jellicoe, as an outcome of his tour of investigation, has expressed the opinion that the general direction of the Far Eastern Fleet which he wants to see formed should be delegated by the Admiralty to a flag officer of high rank, residing at Singapore, and assisted by a strong staff. That might look as if Admiral Jellicoe also had some thoughts of seeing the Naval establishments in Hongkong transferred to Singapore also; but further on in his public statement he expresses the opinion that early expenditure is necessary in Hongkong as well as in Singapore and Colombo, "first, to enable these bases to cope with the docking of and repairs to modern capital ships, and, secondly, to improve their defences." That doesn't look like a removal of the Naval establishments. Still, does it not seem to be an opportune time to breach this question again with the Admiralty now that the subject of Naval changes in the East is under consideration?

ROBERT R. HARRISON

SPORT

YACHTING

THE ROYAL HONGKONG YACHT CLUB.
The fourth event of the cruiser championship was sailed off on Sunday in a very variable S.E. wind over the course—Tathong Rock (P), Markboat off Rennie's Mills (P)—17.5 miles, with the following results:—

Yachts	Heap on Course	Finishing Time	Corrected Time
Aruma...	Scratch	1:13.41	1:13.41
Alison...	30"	1:13.00	1:12.30
Lily...	30"	D.N.S.	—
Irene...	17.30"	D.N.S.	—
Norseman...	43.30"	D.N.S.	—
Bryncliffe...	17.30"	D.N.S.	—
Monie...	33.30"	D.N.S.	—
Feathers...	30.25"	D.N.S.	—
Queen Bee...	35.00"	D.N.S.	—
Mist...	35.00"	D.N.S.	—
Tamar's Galley...	40.30"	D.N.S.	—
Westwind...	32.30"	5:13.00	4:49.40
La Cigale...	Scratch	D.N.S.	—

Position	Points for race	Points to date
(1) Westwind...	14	14
(2) Aruma...	5	50
(3) Alison...	8	8
(4) Irene...	51	51
(5) Bryncliffe...	3	3
(6) Feathers...	8	8
(7) Lily...	—	—
(8) Norseman...	—	—
(9) Monie...	—	—
(10) Queen Bee...	—	—
(11) Mist...	—	—
(12) Tamar's Galley...	—	—
(13) La Cigale...	—	—
(14) Disqualified	—	—

Yachts	Heap on Course	Finishing Time	Corrected Time
Lady Jean...	Scratch	D.N.S.	—
Onone...	50.01"	5:06.01	5:06.01
Niobe...	51.24"	5:12.48	5:12.48
Snipe...	D.N.S.	—	—
Dorothy II...	5:00"	D.N.S.	—
Helen...	5:00"	6:00.18	5:44.38

Position	Points for race	Points to date
(1) Onone...	7	15
(2) Niobe...	5	15
(3) Helen...	4	15
(4) Lady Jean...	—	—
(5) Snipe...	—	—
(6) Dorothy II...	—	—

The race was sailed in three degrees of wind. A moderate breeze prevailed as far as Sai Wan at which point *Alison* led the English yachts with *Aruma* and *Westwind* fairly close up. *Onone* was leading the Chinese *Helen* with *Niobe* second and *Helen* last. *Helen* lost her advantage when off Taikeo Docks by going to the Kowloon shore and never really recovered from this. *Aruma* went for wind towards Collinson Point and, not finding even the very light air which was prevailing, left. The other yachts, getting away to a nice light E.S.E. breeze, rounded Tathong Rock over 50 mins. in front of her. *Niobe* overtook *Onone* at this stage of the race and held her lead till near the mark-boat of the Mills, where *Onone*, ghosting along in what was seemingly a calm, passed her and was round about 3 minutes ahead, *Helen* lying becalmed about 300 yards from the mark-boat.

Alison, after rounding Tathong Rock, first held her lead to within 200 yards of the mark-boat, when *Westwind*, being nearer the eastern shore of the bay, got a light air and rounded 6 mins. in front. *Alison*, drifting round the mark-boat, was unfortunate enough to touch it and so was disqualified. *Aruma* lay becalmed on the western shore for another quarter of an hour before getting the light air. After rounding the mark-boat the breeze freshened and, on entering the Lyman Pass, it became squally. Some of the squalls of the Club House were of considerable strength and of fair duration. *Onone* was not caught and won comfortably from *Niobe*, who easily beat *Helen*. *Aruma* was sailing very fast from Lyman to the Club House, going through the squalls in a wonderful manner, but could not quite overtake the leaders, finishing second to *Westwind*, who won on her first appearance in the Club races.

FOOTBALL

UNITED SERVICES LEAGUE

CLUB	2	W	L	D	PTS
H.M.S. <i>Arcturion</i>	6	5	0	1	11
H.M.S. <i>Tamar</i>	4	3	0	1	8
H.M.S. <i>Ambrose</i> "A".....	4	2	0	2	8
H.M.S. <i>Ambrose</i> "B".....	4	1	1	2	6
H.M.S. <i>Hawkins</i>	1	0	0	1	1
2nd. <i>Whitlakes</i>	4	0	3	1	4
H.M.S. <i>Alacrity</i>	3	0	3	0	3
H.M.S. <i>Marsden</i>	4	0	4	0	0

Places of the H.G.A.

GENERAL STRIKE IN ROME AND MILAN

Rome, December 2nd.
Following on certain incidents that occurred in Rome on December 1st, a general strike was declared the next day in Rome, Milan, and Florence. The stoppage of work was complete, especially in the afternoon. The strike was the occasion for patriotic demonstrations in the three towns. National flags were flown from the buildings and processions marched to and fro acclaiming Italy and the King. In order, however, to avoid disturbances the police broke up all the processions and no grave disorder was reported, except from Milan, where in a collision between the demonstrators and the police two of the former were killed. Many persons were also injured, including a policeman, who is reported to be dying.

THE FORTHCOMING RACES

YESTERDAY'S GALLOPS

The following times were recorded at Happy Valley yesterday morning. The grass course was put to good use and was in good condition. Many ponies were sent over a short gallop of a quarter of a mile:—

Gentle Cat—37 2-5; 1.12 3-5; 1.44 3-5.
Louisa (last 1 mile)—32 1-5; 1.03.
Sunatra Chief (last 1 mile)—32 1-5; 1.03 3-5.
Sunatra Chief (last 1 mile)—32; 1.03 1-5.
Shiny—30; 1.08; 1.41.
Burning Daylight—34 2-5; 1.07; 1.40.
Shamrock Dahlia—36 2-5; 1.12 2-5.
1.49 2-5; 2.31 3-5.
Cigar Box—34; 1.08; 1.43.
Sandmartin—34; 1.08; 1.43 1-5.
Algerian Chief (last 1 mile)—37 3-5; 1.08.
Champion Dahlia—31 2-5; 1.14; 1.50; 2.54; 2.56.
Colinton—36 2-5; 1.07; 1.44; 2.16.
Attraction Dahlia—38 2-5; 1.13 3-5; 1.47; 2.18 2-5.
Kipper and Rochester—35 2-5; 1.13; 1.49 3-5; 2.24.
Sovereign Dahlia—36 2-5; 1.12 3-5; 1.45; 2.17 2-5.
Trodegar and Trevelyan—37 1-5; 1.11 2-5; 1.44 1-5.
Nutford and Dunford—34 3-5; 1.08 2-5; 1.43 1-5.
Hongkong Chief—40 4-5; 1.20 2-5; 1.54; 2.30 3-5.
Sandy—33 3-5; 1.08 3-5; 1.42; 2.13.
Mighty King—32; 1.03.
Purity Dahlia—34; 1.07 2-5; 1.42.
Cornet—37 1-5; 1.13 1-5; 1.48.
Eclipse Dahlia—37 2-5; 1.14; 1.48; 2.22; 2.55 1-5.
El Dorado—35; 1.08 2-5; 1.47.
Albion Dahlia—33; 1.11 2-5; 1.47 2-5; 2.21; 2.55.
Bayford and Wakeford—38; 1.13; 1.45 3-5.
Charlie—37 2-5; 1.10 2-5; 1.47 4-5; 2.21.
Dunmore Dahlia—35 2-5; 1.10; 1.43 2-5; 2.16.
Target—37; 1.10 2-5; 1.43 3-5.
Blackbird Dahlia—36 1-5; 1.11 3-5; 1.43 3-5.
Uncle and Pawnshop—36; 1.10; 1.42 3-5.
Geordie Mac—38; 1.11.
Craigmount and Hysa—37 3-5; 1.13; 1.48.
Snuffbox and Scotchbox—36 3-5; 1.11.
Brilliant Dahlia—35; 1.10; 1.45; 2.19 4-5.
Wee Mouse—36; 1.11 1.42 2-5.
Seaman—39; 1.20 3-5; 1.57; 2.30.

COMPANY REPORT.

UNION WATERBOAT CO., LTD.

The report of the General Managers (Messrs. Dodwell & Co., Ltd.) states that the net profits for the year ended 31st December, 1919, after allowing for Contingencies and Auditors' fees, and including \$7,943.08 brought forward from last account, amount to \$62,438.75.

The general managers recommend the payment of a dividend of \$1.25 per share, which will absorb \$34,633.75; write off \$12,000 from the value of the waterboats, \$3,400 from the value of the steam launch *Diana*, \$500 from the value of pipes and staging, \$1,695 off investments, and carry forward a balance of \$9,980 to the new account.

Since the last meeting Messrs. A. O. Lang and J. Jonckheer have resigned and Messrs. J. W. Bonnar and G. Otten have joined the Consulting Committee.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending January 31st is as follows:—

	Receipts week	Aggregate for 5 weeks
Jan Year.....	\$12,708	64,824
Jan Year.....	17,394	70,895
Total.....	4,686	6,071

* Chinese New Year.

ATTEMPTING TO SHOOT THE POLICE.

SECOND PRISONER SENTENCED.

The second defendant in the case in which two armed Chinese, who were arrested by Sergeants Cocks and McFall in an opium den in Praya East, were charged with the unlawful possession of arms and ammunition, and with attempting to resist lawful arrest, was again brought up before Mr. J. R. Wood at the Magistracy, yesterday.

Addressing the prisoner, Mr. Wood said: You are charged on two counts (1) possession of a revolver and ammunition without permission; and, (2) attempting to resist lawful arrest. I have decided to deal with your case myself, and do not propose to send you to the Supreme Court. Have you anything to say before sentence is passed?

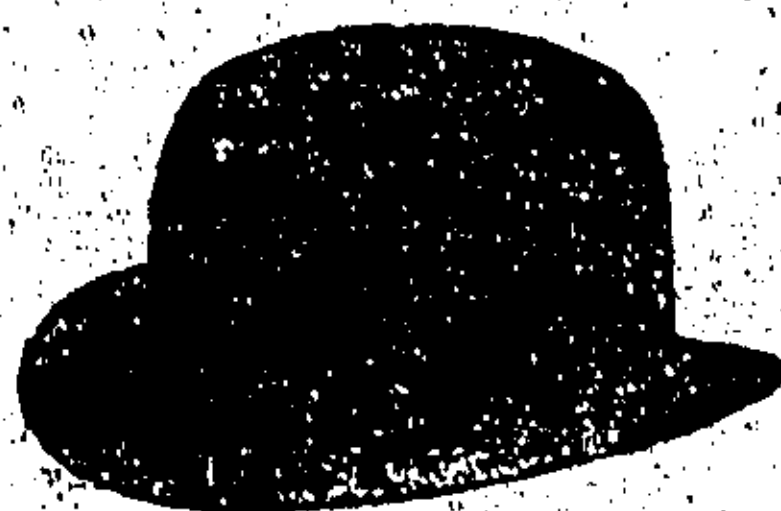
Prisoner: I did not offer any resistance to the Police. I did not struggle.
Mr. Wood: I will not convict you on the second charge, but I convict you of unlawfully having in your possession a revolver and five rounds of ammunition. I sentence you to 12 months' hard labour. The revolver and ammunition are to be confiscated.

LANE, CRAWFORD & COMPANY

SOLE AGENTS FOR THE CELEBRATED

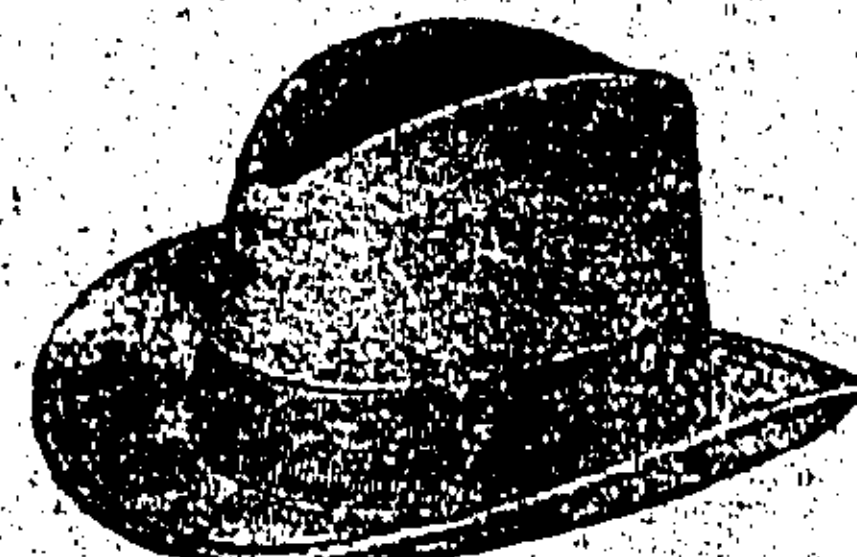
LINCOLN & BENNETT

HAND-MADE FELT HATS



NEW SHAPES IN
BOWLERS
FOR THE RACES

SOFT FELTS
IN THE
LATEST STYLES
AND COLOURS
\$7.50 TO \$10.00



LANE, CRAWFORD & CO.

Just received from U.S.A. a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS

Top Floor,

HONGKONG.

NEW

ENGLISH RECORDS

JUST RECEIVED

"WHO'S HOOPER?"

SELECTIONS AND SONGS.

"BRAN PIE"

SELECTIONS AND SONGS.

The Anderson Music Co., Ltd.,

(THE COLUMBIA SHOP)

16, Des Voeux Road.

Tel. 1322.

Powell Ltd

TELEPHONE 344

OUR ANNUAL STOCKTAKING SALE

will commence on Monday, February 2nd, for three days only.

Ladies' Winter Coats, Costumes, Gollers, Evening Cloaks, & Gowns, Fur Sets 25% Discounts.

Great Bargains in the Children's Department.

LADIES' SHOE DEPARTMENT.

Last Season's Stock at prices regardless of Cost. A special opportunity for patrons requiring small sizes.

NEW ADVERTISEMENTS

HONGKONG BOXING ASSOCIATION.

PRESIDENT—His Excellency Sir R. E. Stauby, C.M.G., Governor.
CHAIRMAN—His Honour Sir William Rees Davies, K.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters, Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Mats, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920,
at 8.15 P.M.

- 1-20 ROUND FIGHT FOR THE WELTER-WEIGHT CHAMPIONSHIP OF THE COLONY, AND THE MOUNTED POLICE RESERVE BELT.
Between Sergt. "Sky" Kerrison, R.N.Y.P. (Holder), and Stoker Eddie Walters, H.M.S. "Hawkins" (Challenger).
- 2-15 ROUND FIGHT FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE COLONY, AND THE "HONGKONG DAILY PRESS" BELT.
Between Pte. J. H. Mason, R.M.L.I., H.M.S. "Hawkins," and C.E.R.A. Lee, H.M.S. "Ambrose."
- 2-8 ROUND FIGHT FOR THE AMATEUR LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY.
Between Young Maher, ex-Driver, R.G.A. (Holder), and Sergt. Ward, R.N.Y.P. (Challenger).
- 4-6 ROUND MIDDLEWEIGHT FIGHT.
Between E. R. A. Sergeant, H.M.S. "Ambrose," and Seaman Willoughby, H.M.S. "Hawkins."
- 5-8 ROUND LIGHTWEIGHT FIGHT.
Between Ship's Cook North, H.M.S. "Carlisle," and Corporal Cook, R.M.L.I., H.M.S. "Hawkins."
- 6-8 ROUND FEATHERWEIGHT FIGHT.
Between Seaman Webb, H.M.S. "Ambrose," and Seaman Deonhart, H.M.S. "Hawkins."

PRIZES—Reserved, \$5 (Ringside raised seats) and \$3 (Ringside Ground level seats).
Unreserved, \$1.

DOORS OPEN AT 8.30 P.M.

BOOKING AT MOUTRIE'S as follows:—
WEDNESDAY, FEBRUARY 11th, Members of the Hongkong Boxing Association only.
THURSDAY to SATURDAY, FEBRUARY 12th to 14th, General Booking.

REFEREE—Messrs. H. J. Gedde (Official Referee), W. Logan, A. Murdoch and Major Rapson, D.S.O.

G. G. N. TINSON, Hon. Secretary,
J. O. WILDIN, Manager.

OFFER

INVITED FOR PURCHASE STEEL STEAMER, built 1918 to Lloyd's Survey length 133 ft., beam 24 ft. 3 in., depth 12 ft. 6 in., Tonnage, Displacement 840 tons, loaded draft 11 ft. 5 in., 424 tons light draft 8 ft. 9 in., Gross 480 tons, Nett 241 tons, Deadweight 458 tons, Cargo 438 tons, Capacity 21,000 cubic feet, Bunkers 70 tons, Water Ballast 23 tons, Speed Loaded Draft 10 knots, Consumption 14 tons, Engines C.S.C. 1212 I.H.P. 485, Revs. 125, Boiler M.R.T., Working Pressure 140 lbs., Accommodation, Crew, Saloon passengers 12, Deck 200, Electric Light Throughout, and usual Working Equipment Steamer now on Charter, Delivery March.

Apply—
Box No 225,
Care of "Daily Press" Office.

NOTICE.

RACAHADOOR SETH HURDUTROY CHAMRIA & CO., the well-known Bankers, Merchants, and Commission Agents, of Calcutta, hereby give notice that they have this day opened a Branch Office in this Colony at 23, Lee Home Street under the style or name of HURDUTROY CHAMRIA & CO. Henceforth all business will be transacted at the Office and not with their several Agents as heretofore. Telegraphic address: "Hurdutroy," Hongkong P. O. Box No. 478.

S. S. KARANJE, Manager.
HURDUTROY CHAMRIA & CO.
Hongkong, January 30th, 1920.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATES Nos. 1845 and 2635 for 2 and 1 old silver share Nos. 10649/10660 and 10198 respectively standing in the books of the Society in the name of EDWARD WILLIAM MASTLAND of YOKOHAMA, JAPAN, have been declared LOST and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect.

C. H. P. HAY,
Deputy General Manager.
Hongkong, January 13th, 1920.

A. G. DA ROCHA.

IS THE AUCTIONEER

INTIMATIONS

HELENA MAY INSTITUTE.

LECTURE ON LORD DUNSANY.

THE HONGKONG UNIVERSITY UNION has the pleasure to announce that PROFESSOR G. W. FERGUSON, M.A., Professor of Education at the University of Hongkong, will deliver a lecture on "LORD DUNSANY—THE MAN AND HIS WORK" at the Helena May Institute, by kind permission of the Council of the Institute, on WEDNESDAY, FEBRUARY 4th, at 8.30 P.M.

The Chair will be taken by Professor G. P. JORDAN, M.B., Pro-Vice-Chancellor of the University.
The Lecture is open to all Members of the Public.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office Victoria Building on THURSDAY, FEBRUARY 5th, 1920, at 12 o'clock Noon for the purpose of receiving the Report of Directors together with Statement of Accounts for the year ending 31st December 1919.

The REGISTRAR of SHARES of the Company will be CLOSED from Wednesday, 25th (both days inclusive), during which period no TRANSFER of SHARES can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to the

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents for the
KOWLOON LAND AND BUILDING CO., LTD.
Hongkong, January 21st, 1920.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. JAMES M. MURPHY & CO., LTD., on FRIDAY, FEBRUARY 6th, 1920, at Noon, for the purpose of receiving the Report of Directors and the Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, January 27th 1920, to Friday, February 6th, 1920, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary

Hongkong, January 22nd, 1920.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the above-named Company will be CLOSED from FRIDAY, the 6th day of February, 1920 to MONDAY, the 16th day of February, 1920, both days inclusive.

Dated this 23rd day of January, 1920.
By Order of the Board,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, January 23rd, 1920.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & CO., LTD., on MONDAY, FEBRUARY 8th, 1920, at 1.00 A.M. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to 8th February, 1920, both days inclusive.

DODWELL & CO., LTD.,
General Managers.

Hongkong, January 27th, 1920.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDREDTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel, Mansions, on TUESDAY, FEBRUARY 10th, 1920, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 27th to February 10th, 1920, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, January 13th, 1920.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in this Company will be held at the HONGKONG HOTEL, Hongkong, on WEDNESDAY, FEBRUARY 11th, 1920, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending December 31st, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from February 11th, to February 21st (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, February 2nd, 1920.

INTIMATIONS

WANTED.

LADY travelling to London with three Children ages 4, 5, and 6 months by s.s. "Napora" on February 6th, from Hongkong, wishes to communicate with lady passenger who would be willing to assist with Children on voyage. Offer 100/- per day.
Reply Immediately—Box No. 325,
Care of "Daily Press" Office.

WANTED.

LADY and Gentleman going to Vancouver with 3 Children ages 7, 4, and 2 by "Montezuma" on March 18th from Hongkong desire communicate with Lady travelling by the same steamer who would be willing to help with the Children. Terms to be arranged on application.
Apply—
Mrs. HORNELL,
No. 111, The Peak.

KOE CLUB.

APPLICATIONS are invited for the post of Resident Secretary—STEWART. Furnished House, Light and Heat provided. Applications stating Salary required should be addressed to the Honorary Secretary. References necessary. Duties to commence end of March.

TO LET.

OFFICE premises, Queen's Road Central.
Apply—
"A.B.C."
Care of "Daily Press" Office.

TO LET.

1ST FLOOR, No. 23, Des Vaux Road Central, Suitable for Office.
Apply to—
C. E. WARREN & CO., LTD.

TO LET.

A GODOWN at Yau Ma Tei.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.

TO LET.

4-ROOMED FLAT, top of Prince's Building, Fully Furnished, from April 1st, to October 31st, 1920.
For full particulars apply to—
GILMAN & CO., LTD.

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.

FOR SALE.

SMALL 5-Roomed semi-detached House at Magazine Gap. Excellent state of repair. Tiled Kitchen, good Drying Room and Servants' Quarters. Bath Rooms fitted with Geyser, Porcelain Baths and Basin. Garden about 4,000 sq. feet. Price \$17,000. Mortgage arranged if desired.
Apply—
Box No. 188,
Care of "Daily Press" Office.

FOR SALE.

SUPER SIX FIVE SEATER MACAULOUGHIN MOTOR CAR, upholstered in real leather, all latest improvements and in splendid condition. Possession March 1st, owner leaving Colony.
Apply—
HENRY HUMPHREYS,
Alexandra Buildings.

BRITISH CONCESSION, SHAMKIN, CANTON.

FOR SALE LOT No. 82, immediately behind the Russian Consulate, with an area of 12,645 square feet, measuring 90 x 140 feet, frontage to creek which is adjacent to Western Exit leading to Coast Road, berths, Shamshui Railway and Grand Trunk Line to Hankow, now in construction.

Apply to—
HERBERT DENT & Co.

PALACE HOTEL, KOWLOON
Corner of Haiphong & Hankow Roads
Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

Special Arrangement for Families on Application to—
J. H. O'BERRY,
Proprietor.

INTIMATION



We are agents for and hold stocks of the following well-known Gins—

BURNETT'S
OLD TOM.

BURNETT'S
DRY.

GILBEY'S
OLD TOM.

GILBEY'S
DRY.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. No. 618

HONGKONG OFFICE: 101, DES Vaux ROAD, C.
KOWLOON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 4TH, 1920.

TRADE ORGANISATION.

THE patriotic Briton overseas welcomes every effort that is made to absorb manufactured goods from Great Britain, and will be eager to encourage all legitimate efforts to cheapen and increase production. For that reason he will be interested in all the attempts made to stimulate the export trade from "the old country." It is rather unfortunate that the famous Tariff Reform movement of a few years ago became mixed up with party politics. Even if it did not accomplish by legislation all that its supporters desired, and its opponents feared, it did accomplish one most useful purpose. It directed the attention of thinking men in all parts of the Empire to trade problems. It may have been all wrong, as so large a section of the public contend, so far as the main thesis was concerned, but it was most useful as educational propaganda. It enabled the most orthodox Free Traders to realise that conditions of industry were changing rapidly and that the methods of the future must be very different from those of the past.

The war also brought its lesson for trade and industry, and it was so simple that it was learnt long before the war was over. It was chiefly associated with the word "shells," and it was first of all suggested in the United States. But briefly, the new idea was that for economical production you must produce articles in great quantities. It might almost be added, as a corollary, that in order to make possible high wages and big profits, production must be on a big scale. That meant, of course, bigger works and larger organisations, which led to combinations. Meanwhile both men and employers had formed Unions and Associations whose chief objects were to regulate the hours and wages of labour.

Then some of the more far-sighted firms began to join together for the purpose of regulating other matters. The electrical industry, for example, had been severely affected by unregulated competition, and had suffered because of the great diversity in the design of the same kind of article. A few manufacturers formed

the British Electrical and Allied Manufacturers Association, which has grown into a useful organisation and has greatly assisted engineering firms in Great Britain to make beneficial arrangements for the production and the distribution of their goods. Later, in about the year 1911, there was formed the British Engineers' Association, the immediate object of which was the stimulation of the export of British machinery to China. More recently there have come into being other organisations, of which may be mentioned the Federation of British Industries, the British Empire Producers' Association, and the British Commonwealth Union.

We have watched, with real interest, the birth and growth of these new trade associations. Some of them have been viewed with hostility by some sections of the community, because it is, erroneously as we believe, thought that their sole purpose is the formation of "rings" and trusts. We are strongly of the opinion that the time has arrived for all Governments to protect the lower and the middle classes against any form of "profiteering," whether by the big manufacturers or the small retailers. Therefore we are in favour of a careful investigation into the activities of the trade organisation. It is the same with the workers' Trade Unions. These combinations are all for the benefit of industry so long as they do not threaten the community. We will, however, assume, as we have reason to believe is the case, that the largest of the new trade organisations, the British Federation of Industries, is in no way concerned with any work dangerous to the well-being of the State. It has already conducted various enquiries of service to the Government and it can, at any rate, obtain facts and figures not accessible to Government Departments. But we are chiefly interested in the efforts made to extend British trade. For that reason we are glad to know that the Federation has sent a Commissioner to the Dutch East Indies and Malaya to investigate the openings possible. We have reason to know that the subject of China has also been under consideration, and the general policy of the Federation has been, and will be, to advise its many members to co-operate with the merchants of the Far East who have such exceptional facilities for knowing the peculiar conditions which obtain in this part of the world.

It remains to be seen whether, in the course of time, these trade organisations will be able to exert an influence in Parliament in any way equivalent to that which is exerted by the Trade Unions. The interests of manufacturers and traders are of importance and it is advantageous that the public should know their point of view. The average manufacturer, like the average merchant, is usually so busy that he has little or no time for preparing his case. A trade organisation can afford to obtain the services of efficient "hirelings," as Sir WILFRED STOKES recently called them. These men are Directors or Secretaries and can devote all their time to a study of the general problems, while being in no way connected with any individual business. It is a new phase in industry, and while the chief object of such Federations or Associations is to work for the benefit of British trade they will deserve all the support which can legitimately be given to them by the Government or by individuals.

There was a further rise in exchange yesterday, the demand rate on London being 5s. 5½d.

Professor Ferguson's lecture on "Lord Dunsany," at the Helena May Institute to-day at 8.30 p.m., is open to the public.

The annual meeting of seafarers of Union Church for the election of officers, etc., takes place to-night at 9 o'clock in the Lecture Hall.

The Chinese Bureau of Liquidation in the Ministry of Finance at Peking are offering the premises of the Deutsche Asiatische Bank at Peking for sale by tender.

The annual distribution of prizes to the students of the Bellis Public School will be held on Tuesday, February 10th, at 12.30 a.m. H.E. the Governor will preside and Lady Rees-Davies will present the prizes.

A recent London Gazette announces that Lieut.-Colonel A. R. Y. Kirkpatrick, C.M.G., D.S.O., retires on retired pay. This officer commanded the 83rd Company, R.G.A., at Lyemtin a few years before the war and was also in command of the R.G.A. detachment at Peking for a time.

H.M.S. Cairo arrived in Hongkong yesterday. She is the flagship of Rear-Admiral G. H. Barrett, the Commander of the Fifth Light Cruiser Squadron. The Cairo is of the same class as the Colombo, which is on her way to this port.

A highway robbery has been reported to the Police by a cook employed on board the s.s. "Hopsang" who alleges that whilst he was walking along Aberdeen Street at about 8 p.m., on Monday, he was attacked by an armed man near Gough Street, and relieved of £98 in bank notes.

The third boxing tournament organised by the Hongkong Boxing Association will take place at "The Ring," Volunteer Headquarters Parade Ground on Saturday, February 14th. Booking for members of the Association opens on February 11th, and for the public on February 12th.

Lieut.-Colonel E. W. Comyn, C.M.G., D.S.O., having completed five years' service as Regimental Lieut.-Colonel, was placed on the half-pay list on October 30th, 1919. Colonel Comyn commanded the Hongkong-Singapore Battalion at Kowloon at the outbreak of hostilities.

The annual "Procession of the Cross" takes place at Macao this month. The festival commences with a "Novena" beginning on the 12th inst., and on Saturday the 21st inst. there will be Mass at 8.30, and the procession will leave the Cathedral at seven o'clock in the evening, accompanied by the Municipal band.

A Presidential Mandate observes that owing to the unsettled conditions in the country the laws and orders governing the appointment of local officials have almost become dead letters. "The mandate directs that no person shall be appointed a Magistrate by the Chief Provincial Authorities unless his qualifications for the post have been legally ratified," and, also, that no person shall be allowed to hold office as Magistrate in his native province. It is further ordered that new laws should be framed governing the examination of the work done by local officials, with a view to improving administration in the country.

Sergt. C. P. Bancroft, R.G.A., who was a gunner in the 87th Co. R.G.A. before the war, and a well-known local water-polo and billiard player, was recently awarded the Distinguished Conduct Medal. The official report says:—"On 27th September, 1918, near Inchy, when several casualties had been caused to the Battery by heavy enemy fire he kept his gun in action, repeatedly rallying his men although shells were dropping within a few yards of his gun. When a gun detachment was completely wiped out he ran to render assistance, but, seeing they were past aid, he returned to his gun and continued firing. He showed marked personal gallantry under very trying circumstances."

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MRS. BASIL TAYLOR'S "AT HOME."

Captain and Mrs. Basil Taylour were "At Home" at their residence "Kenil," Mount Kellet, last evening to a large company of friends, and a varied programme of entertainment was provided. A leading feature was the first presentation of an act from "Joan of Arc," a tragedy written by Major F. J. Bowen, A.P.D., and containing some musical numbers by Lt.-Colonel R. M. Crose, R.A. It was read by Major Bowen as "Gaspard," Major Law as "Father John," Lt.-Colonel Crose as "Sir Robert de Boudricourt," and Mrs. Crose as "Joan." The play seems one which would make a powerful appeal if it is ever produced with the necessary stage settings. It is well written, and Lt.-Colonel Crose's music is exceedingly pretty and at the same time appropriate to the character of the play. Lt.-Colonel Crose was also in the programme as the author and composer of three very amusing original songs—"a domestic series" which had their first presentation at the "At Home." Another item in the programme was the first presentation of a group of songs from Stenenson's "Child's Garden of Verse," set to music by another local composer, Mr. Temple Boyan, and sung by the Masters Rollit and Collett, accompanied by the composer. Other contributors to the programme were the Hon. Mr. Claud Severn (songs), Miss Soares (songs), Miss Alves and Miss Osmond (piano solo), and the final item was a play in one act, entitled "Mrs. Hilary Regatta," by S. Theyre Smith, in which the parts were taken by Major Law, Mrs. Havelock Davies and Mrs. Crose. So interested were the company in the entertainment that the bridge tables were utterly neglected. Captain and Mrs. Taylour are "at home" again this evening.

CABLES.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

GERMAN EAST AFRICA.
RECHRESTENED BY COLONIAL
OFFICE.

LONDON, January 20th.

The Colonial Office announce that it has been decided that German East Africa shall provisionally be re-named Tanganyika Territory.

NEW FRENCH GOVERNMENT
VOTE OF CONFIDENCE CARRIED.

PARIS, January 20th.

The Chamber of Deputies, after debating the general policy, passed a vote of confidence in the Government by 510 votes to 70.

M. PICHON RETURNS TO
JOURNALISM.

PARIS, January 20th.

A Havas message states:—

M. Stephen Pichon has resumed his journalistic labours as editor of the *Petit Journal*. It is recalled that M. Pichon began his newspaper career under M. Clemenceau's auspices on *Justice*. M. Pichon's return to his old profession is signalled by his election to the Presidency of the Parisian Press Association.

PARIS MUNICIPAL COUNCIL
IN LONDON.

PARIS, January 20th.

A Havas message states:—

Headed by its president a party of members of the Paris Municipal Council arrived yesterday in London as guests of the London County Council.

FRENCH MINISTERS MEET
BELGIAN KING.

PARIS, January 20th.

A Havas message states:—

Ypres, Dixmude, Furnes and Neuport, the Belgian towns associated with the tragedy of the great war were decorated yesterday by M. Poincare. An important political meeting occurred between M. Poincare and M. Millerand, and Marshal Foch, King Albert, the Belgian Premier and the Minister of Foreign Affairs.

U.S.A. AND MEXICO.

RESIGNATION OF WELL-KNOWN
DIPLOMAT.

WASHINGTON, January 20th.

Mr. Fletcher, the United States Ambassador to Mexico, has resigned. He stated that this was owing to the impossibility of negotiating satisfactorily any longer the important issues with Carranza. It may be recalled that Mr. Fletcher returned to the United States a year ago, since when Mr. G. T. Tammelin has been United States Charge d'Affaires in Mexico.

THE PRINCE OF WALES.

TO ARRIVE IN AUSTRALIA AT
END OF MAY.

MELBOURNE, January 21st.

Mr. Hughes has announced that the Prince of Wales arrives in Australia in the third week of May.

BOLSHEVIK AGENT'S CLAIM.

STRONG POSITION OF SOVIET.

WASHINGTON, January 27th.

Mr. Martens, the so-called Bolshevik Ambassador to the United States, informed the Senate Committee which is investigating the question of Russian foreign propaganda that the Soviet organization has become "strong enough to fight the world," therefore the Soviet has ceased to urge an international revolution.

He declared that the Soviet Treasury possessed about \$500,000,000 whereof it now desired to purchase necessities abroad.

Mr. Martens displayed a list of about a thousand names of American business houses, which, he said, were ready to do business with him.

BISMARCK'S MEMOIRS.

The *Swabian Mercury* reports that the Stuttgart Court was recently requested to forbid the publication of the third volume of Bismarck's Memoirs. This application came from the ex-Kaiser's representatives on the ground that a number of his letters would be published. The Court decided to prohibit the publication temporarily. The matter will come before a higher Court.

FAR EASTERN CABLE
NEWS.

[FROM OUR OWN CORRESPONDENTS.]

EX-PRESIDENT FENG KUO-
CHANG'S FUNERAL.

PEKING, February 2nd.

The funeral of General Feng Kuo-chang, ex-President, this morning was most impressive. Troops, with arms reversed, preceded the catafalque, in front of which was carried a framed photograph of the deceased President. The female mourners followed.

Twenty-five pavilions were erected en route to the railway-station, whence the remains were conveyed to Hohienfu by rail. Yellow-robed Lamaists and Taoists conducted the funeral rites en route.

A feature of the procession was the ex-President's black charger, led by a soldier.

There were numerous wreaths, and also artificial sheaves of grain.

[BY COURTESY OF "THE CHINA MAIL"]

A PORTUGUESE CHAMBER OF
COMMERCE.

SHANGHAI, February 3rd.

On the eve of the departure for the homeland of the Portuguese Consul, a valedictory luncheon was given by the Portuguese community. An interesting scheme was outlined for the establishment of a Portuguese Chamber of Commerce, for steamers direct between Portugal and the Far East, the formation of a bank and insurance company, etc. The war has created a stimulus to Portuguese aspirations.

CHINESE GENERAL SHOT.

SHANGHAI, February 3rd.

General Tsang Mang-kia, who was shot by an unknown assailant in the French concession on Thursday, died in hospital on Saturday. He was formerly a revolutionary general in Anhui and was prominent during the revolution. The murder was due to political motives. No trace of the murderer has been discovered.

A SHANGHAI TRAGEDY.

SHANGHAI, February 3rd.

An awful tragedy was witnessed in broad daylight in the French concession. A Chinese, about thirty years of age, fell on to the roadway from the second storey of the great World building. Death was instantaneous. His identity has not been established, and it is not known whether it was a suicide case or an accident.

ARMY SALVAGE.

LESSONS OF WAR APPLIED IN
PEACE TIME.

The Army Council has caused a letter to be addressed to all commands at home and abroad, urging that the lessons learned during the war in respect of salvage and economies in general must not be neglected in the time of peace. Since the armistice more than 76,000 tons of tin, paper, clothing, bottles, and other kinds of inorganic waste have been salvaged at home and overseas, while in addition to these 76,000 tons, the total sales and shipments of inorganic waste exceeds \$2,500,000 in value. The sales of kitchen refuse in the home commands in 1918 realised \$400,470, while in one of these commands the sale of waste paper alone since the armistice has yielded more than \$20,000. Sales of animals for meat and by-products at animals at home and overseas since the armistice have amounted in value to \$1,160,000. Whilst estimates of economies in peace time are necessarily rough, it is believed that the total savings through sales of kitchen refuse, paper, bottles, etc., and the methodical prevention of waste in fuel, light, and other things, which are possible with the Regular Army at home in peace time, may amount to as much as \$300,000. A proportion of this sum (e.g., kitchen refuse) would be returned to the men, but even to the relief to Army expenditure would probably amount to \$70,000 per annum.

FUTURE OF LONDON UNIVERSITY.

The hon. general secretary of the University of London Graduates' Association has written as follows to the Minister for Education:—

"At the last meeting of the Council of the University of London Graduates' Association attention was called to misleading statements which had appeared in the Press as to the future of the University of London, and in particular as to the site of its headquarters, also to the fact that private negotiations had been taking place as to the organization of the University and its constituent colleges and its schools. I was directed to communicate with you and to express the hope of the Council that any proposals which H.M. Government might make as to the future of the organization of the University, or the site of its headquarters, might be communicated to the Senate and Convocation in order that the graduates and their representatives might be in a position fully to consider any such proposals and to express their opinion thereon."

CANTON NEWS.

February 3rd.

A FRESH DISPUTE.
It is stated that a fresh dispute has arisen between the Governments of Canton and Macao owing to the signing of a document by the Second Officer in command of the gunboat *Liu Lung*, who, it is alleged, was forced to sign it. The gunboat was lying in Ngan Hang within Chinese limits when, it is reported, the gunboat was surrounded by the Portuguese, who boarded her.

AUSTRIAN AND GERMAN MISSIONS.
The Administrative Council of the Military Government has ordered that the regulations governing the treatment and disposal of properties belonging to German and Austrian Missions and missionaries in the South-West Provinces have been modified in view of the Peking Government's declaration of peace with Austria and Germany. These properties are to be made over to the missionaries. THE CAPTURED LAUNCHES.

In regard to the capture of the 5-steam launches with large quantities of rice by the Commander of the Bocca Tigris, it is stated that a large quantity of ammunition, arms, and several machine-guns were also found on the launches. There were, also, more than 200 soldiers on board, who have been placed under arrest.

RAILWAY AFFAIRS.
The Canton Samshui Railway Company is to begin work on the construction of the branch line from Fatsan to Chanchun. A motor road is to be built from Fatsan to Koonshan (near Samshui) passing through Lanchau and other native towns where many of the silk-factories are situated. The road will be about 15 miles long, and it is estimated that it will cost about \$400,000.

THE SHANGHAI CONFERENCE.
The Military Government, as advised by Tong Kai-yew, the Tsuchun of Yunnan, has telegraphed to the Premier in Peking stating that the Southerners will cancel all their demands if the Shanghai Conference is resumed without delay, and that the Peking Government should revoke the Sino-Japanese military agreement. A Shanghai report states that Tong Shui-yi, and Wong Yip-tong, the chief of the Southern and Northern peace delegations, respectively, are under direct negotiations for the resumption of the Shanghai Conference.

NORTH LONDON BANK RAID.

MANAGER SHOT AT.

There was a sensational incident at the Wood-green branch of Barclays Bank on December 12th, Mr. Morgan, the manager, being fired at—it is alleged—by a well-dressed man who was driven up to the premises in a taxi cab. Clerks closed with the assailant, who was arrested. The man is stated to be a native of Wood-green, recently residing at Turro-road, about ten minutes' walk from the bank, but has been in Canada for some time, and has a wife and children there. The bank is in the busy main thoroughfare, adjoining the parish church of St. Michael, at the top of that portion of High-road known as Jolly Butchers' Hill. It is a detached building faced by public gardens. At about 3.15 a well-dressed man alighted from a taxi cab. He carried a portmanteau, and went hurriedly to the bank entrance and asked to see the manager. The report of a revolver was heard directly. Mr. Lewis, chief cashier, picked up the money scales and struck the assailant, felling him to the floor. The other clerks rushed round the counter to the public side and overpowered the man after a severe struggle. The taxi driver, who had been requested by his fare to wait, was asked to fetch the police, and the clerks also telephoned to the police station. Officers were soon at the bank, and conveyed the man to Wood-green Police Station.

On arrival at the station the man removed a false moustache. He gave his name as Edward Edwin Reginald Lock, his age as 32 years, and his address as Turro-road, Wood-green. In the portmanteau was found some theatrical grease-paints, and in one of his pockets a piece of lead piping. A revolver was found at the bank, loaded with five cartridges. One had been discharged. The taxi cab is stated to have been hired at Camden Town, the driver being ordered to proceed to Barclays Bank, High-road, Wood-green. On arrival the main entrance was closed, but a clerk admitted the man on his request to see the manager. The revolver was fired immediately after. The man, after being admitted into the bank, was shown into the manager's room and took a seat beside his desk. His conversation led to the impression in the manager's mind that he was acting for a client. As the manager was seeking particulars from him, the man opened an attaché case which he was holding on his knees. He then whipped out a revolver, and, presenting it, said "Get that money."

The manager instantly closed with the man, seized him by the wrist, and attempted to throw him to the floor, at the same time trying to get possession of the revolver. During the encounter the weapon went off, and the bullet lodged in the wall. The shot, together with the manager's call for help, attracted the attention of the clerks, who rushed in, and the head cashier, seeing what had happened, snatched a weight from one of the scales and hit the man over the head, knocking him down. He was then secured over to the police.

FIRMER RULE IN IRELAND.

DENUNCIATION BY SINN FEIN.

The special correspondent of the *Morning Post* writes from Dublin: Owing to the number of outrages which have taken place in Ireland recently, in the commission of which motor-cars were used, the Government has found it essential to put into force regulations making it necessary that every owner and driver of a motor-car or motor-cycle should have a permit. A photograph of the holder has to be attached to each permit. Should a car be found for which no permit has been obtained (whether being used or not), it may be seized by the police. Instructions have been given to the constabulary to stop motorists on the roads by day or night to carry this order into effect.

Owners and drivers are notified that if any car or cycle is halted, or warned by lights to stop, the driver and occupants may incur grave risks by neglecting to obey the signals. The "grave risks" at present imply imprisonment or possibly a fine, the police being directed not to resort to the use of firearms. In districts where the order is not obeyed, special arrangements are to be made to hold up all motor traffic on the various roads in turn by the erection of barriers and the exhibition of lights. When necessary troops will co-operate with the police. Permits are to be refused to persons who, in the opinion of the authorities, are likely to use their cars or allow them to be used for illegal purposes or who are known to be supporters of the Sinn Fein movement.

SINN FEIN OUTCRY.
On these regulations—as reasonable as they are requisite in the state of the country—one of the most absurd agitators of which even Ireland is capable has been based. The new motor order is denounced by the Sinn Feiners and their supporters in the Press as an interference with the liberty of the subject and the industries of the country. The only "industry" officially aimed at is that of the black gang with whom outrage is its everyday occupation and murder its too frequent "recreation." Attempts, ludicrously ineffective, are being made to link up all the Trade Unions in a general strike, with the object of bringing about trade paralysis.

Dublin, the centre of the agitation, still eats and drinks, and goes about its ordinary business in spite of the disinclination of some of its motor drivers to be photographed. As for the rest of the country, the order is being accepted with equanimity. Loyalists everywhere are prepared to put up with the slight inconvenience it involves, recognizing it as one of the most effective rat-traps yet devised. They are much heartened by the Chief Secretary's declaration that he has no intention of withdrawing it. A firm and resolute rule is the one and only remedy for Irish anarchy. "One of the biggest mistakes ever made," said a prominent Irishman to me, "was by Mr. Birrell when he dropped the Peace Preservation Act, which prohibited the importation of arms. That was the beginning of all the recent trouble. At once the country was flooded with firearms, and as a result we have had thirteen years' rotten rule."

On the very day that Mr. Macpherson made his statement in the House it was announced by the *Sinn Fein* Press that there had been a relaxation of the order so far as it related to motor lorries. Nothing was further from the truth. Vehicles over three tons never were included in the order. Owners were not quite certain on the point at first, but reference to the Law Officers of the Crown made it clear. Hence the rumour of their leniency by Messrs. Guinness, Jacobs, and other big firms gave rise to the mistaken impression that there had been a "letting down" on the part of the authorities.

IGNORANCE IN ENGLAND.
The Sinn Feiners have set out to make government by constitutional means impossible, and in order to attain that object they are prepared "to reduce Ireland to the same condition as Russia." That is not my statement; it is their own declaration. "I always have a revolver handy," said a Clare landlord with whom I was discussing the situation, "and I will endeavour to give these gentry a warm reception if they venture to trouble us. The unfortunate part of the business is that some of our friends in England betray the most complete misunderstanding and ignorance of the true condition of affairs over here."

A proposal to introduce a Home Rule Bill at this juncture is worse than useless. It is the height, length, breadth, and depth of absurdity. The Sinn Fein frame of mind is open as a book to anyone who can read. The leaders are absolutely uncompromising. In a sense this is the most honest movement of the kind the country has experienced. It says what it means and sticks to it. Sinn Feiners say "We want a Republic and we will take nothing less." Therefore any attempt in the shape of Dominion or any similar form of Home Rule to water down that demand is foredoomed to failure.

"KEEPING THE PACE FOR BARRIERS."
It may sound strange after Archbishop Walsh's recent action, but it is no less true that no one fears the establishment of a Republic more than do the Roman Catholic hierarchy and clergy themselves. Always keep the pot of agitation boiling in their policy—and always has been. When Cardinal Logue was asked to intercede in the famous Louth election, when O'Brien and Healy were in a row, and each other, his reply was, "No, gentlemen, I won't interfere. A little dissension is good for the Irish Party." Unity in the country is the very last thing the Church wants. "Mr. Church," said a priest, "believes in dividing for strength when it suits its purpose."

(Continued at foot of next column.)

ALLENBY'S HEROES.

MOUNT OF OLIVES MEMORIAL.

In October, 1917, Field-Marshal Viscount Allenby gave instructions that designs should be invited from members of the Egyptian Expeditionary Force, of any rank, for a Palestine memorial to fallen comrades, to be erected on the Mount of Olives. The design selected by Lord Allenby was that submitted by Mr. W. J. Palmer Jones, of 11, Buckingham-street, Adelphi, who was at the time an officer of the Egyptian Labour Corps.

The estimated total cost of the memorial is \$15,000, and of this sum \$11,000 has already been contributed by officers and men of the Egyptian Expeditionary Force alone. It is desired to have the work of building well in hand by the end of the year, and with the object of making the movement known, and at the same time giving a realistic idea of the proposed structure to those who may wish to take part in providing it, a model of the memorial has been made by Mr. Palliser. The Chairman of the Memorial Committee is General Sir W. Western, who was Deputy Adjutant-General to Lord Allenby, and the London arrangements are in the hands of Major Norman Coates, who was his Assistant Adjutant-General. The bankers of the fund are the National Provincial Bank, Savoy-court, Strand, and contributions should be sent to them marked "Palestine Memorial Fund."

THE DESIGN.

The design is based on the features of the buildings in the neighbourhood, and though not Oriental is of a character sufficiently striking to have a remarkably bold effect in its position on the highest point in Palestine. The design has been to avoid giving the building any religious character—Lord Allenby's main idea was to provide a memorial in which relatives and friends who travel in the Holy Land might find a worthy record of the heroic deed, and at the same time a place of rest in which they could pay a tribute to their noble devotion and patriotism.

The memorial is to be of marble and stone quarried in the vicinity of Jerusalem, and the colour will be a beautiful shade of purple. The marble base will have a diameter of six hundred yards, and the memorial will stand clear of the surrounding buildings by about twenty yards. The central feature will be the familiar broken column, of solid marble. Surrounding this at its base is an open colonnade, also of marble, from which entry can be made into small rooms set apart for tablets to be elected bearing the engraved names of the fallen. In front of the main entrance, built into the column, is a sculptured group representing the Messenger of Peace, and the winged figure of Victory, and by the side of the sculpture is an entrance to a Rest Room, in which the permanent record of the memorial, the archives of the campaign, and other valuable documents will be deposited.

The grounds surrounding the memorial will be tastefully laid out, and well kept.

A "CLUB OF COUNTS."

The latest Conservative creation in Germany is the so-called "Count's Club of Deutsches Land." The club, the president of which is Count Behr Behrendorf, had considerable funds at its disposal, which will be primarily used to influence the Press in a monarchist sense.

Describing the behaviour of the returned Baltic troops, a report in the *Freiheit* says:—
"The Baltic adventurers made their entry into Doberitz camp last Friday during the old Imperial days, singing 'Deutschland, über Alles' and 'Heil Dir im Siegerkranz,' and accompanied by some Russian women. Several members of the Public Security police were sitting in a public-house in Doberitz playing cards when some twenty to twenty-five of the returned soldiers, wearing Russian cockades and carrying knives and revolvers, entered and began to make fun of the latter's soldiers. A sergeant of the latter objected, whereupon he was grievously mistreated and thrown out. The Baltic party then went away, but came back, and again provoked the Public Security police, and further fighting followed. On Sunday the Baltic soldiers appeared once more with hand-grenades in their pockets, but, finding themselves outnumbered, caused no further trouble."

"PROCLAIMED BY SINN FEIN."

The Sinn Feiners take themselves very seriously, as witness the following document which has fallen into my hands.

We hereby proclaim — a military area with the following regulations:

(a) A policeman found within the said area on and after — will be deemed to have forfeited his life, the more notorious police being dealt with as far as possible first.

(b) On and after — every person in the pay of England (magistrates, jurors, etc.) who helps England to rule this country or who assists in any way the upholders of the foreign government will be deemed to have forfeited his life.

(c) Civilians who give information to the police or soldiers, especially such information as is of a serious character, if convicted, will be executed, i.e., shot or hanged.

(d) Police, doctors, and prison officials, who assist at, or who countenance, or who are responsible for, or who are in any way connected with the drugging of any Irish citizen for the purpose of obtaining information will be deemed to have forfeited his life, and may be hanged or drowned or shot at, or as a common outlaw. Offending parties will be executed should it take years to track them down.

(e) Every citizen must assist, when required, in enabling us to perform our duty.

By Order.

ROYAL INDIAN MARINE.

A "CINDERELLA" SERVICE.

One fighting service has been neglected so far in the general revision of conditions of pay—the Royal Indian Marine. The result is that to-day there exists the curious anomaly that a commander R.I.M. (ranking equal to a lieutenant-colonel in the Army) gets less pay than a second lieutenant in the Indian Army! One may be content that it is only necessary for the conditions of this service to be called to the attention of the India Office and of Parliament for prompt remedy to follow.

The Royal Indian Marine are not a very well-known service in the Home Country, though their splendid work is familiar enough to troops who have served in India. They came into existence less than half a century ago, when the Indian Navy was abolished. (Our naval policy was then opposed to the idea of any autonomous national fleets within the Empire.) The Royal Indian Marine was formed to carry out in Indian waters most of the work that had hitherto been done by the Indian Navy. It has in its fleet troopships and despatch vessels, and undertakes transport work; the care of coast lights, the patrol of rivers in Burma, the protection of the island penal settlements, etc.

ARDUOUS CONDITIONS.

It would be hard to imagine any Imperial Service in which the conditions of work are more consistently arduous and disagreeable. The ships of the R.I.M. are not floating palaces; the messes are as a rule very small; the work has to be carried on constantly in the sultry heat of the Indian coast and rivers—there is no spell on a bill station to look forward to for the R.I.M.

Further, a married officer must keep up an establishment on shore; his wife and children, of course, cannot live on his ship. When an officer has a turn of duty on shore in one of the ports, his shore allowance is cut very fine—five rupees a day, except in Bombay, when the shore allowance is ten rupees a day. But for most officers, of course, the bulk of their service is at sea.

The rates of pay are, to put it baldly, such as to make it impossible to keep up the dignity of the King's commission. A cadet gets 125 rupees a month, a sub-lieutenant up to 150 rupees, a lieutenant up to 275 rupees, a lieutenant-commander up to 400 rupees, a junior commander 400 rupees, a captain (the highest rank in the service) 600 rupees. To translate this pay into its real equivalent in purchasing power in England, the rupee may be counted as worth about one shilling. A commissioned officer in the R.I.M. thus, translating his pay into English values, begins with 26 sh. 6d. a month, and at the top of the tree gets 230 sh. a month—a wage which would not in these days satisfy many mechanics working, not in a tropical climate, but in England.

NIGGARDLY PAY.

The extreme niggardliness of the R.I.M. pay can be further illustrated by comparison with Indian Army pay. A commander in the R.I.M. (equal to a lieutenant-colonel in the Army) gets 400 rupees a month; a second lieutenant in the Indian Army gets 45 rupees a month. A captain in the R.I.M. gets 600 rupees a month; a lieutenant-colonel in the Indian Army (who is below him in grade) gets 1,150 rupees a month.

IMPORTANT DUTIES.

It is true that not very many people are affected: all told, the commissioned ranks of the R.I.M. do not number more than 200. But the work they do is of the greatest importance, and is, by common consent, carried on with great devotion and duty and with great ability. During the great war the R.I.M. showed its value not only in troopship work but with the Royal Engineers and the Indian Water Transport Department.

Under war conditions its officers, who became temporarily officers of the Royal Navy, of the Royal Engineers, or of the Indian Water Transport, had no grievance, because pay and allowances for this temporary employment were adequate. Conditions with peace have gone back to conditions which are absolutely impossible from a decent livelihood point of view. An officer in the R.I.M. now, even if he reaches the highest grade in the Service, has not a "living wage," cannot marry and bring up a family.

The remedy is simple. It is to apply to the R.I.M. the same conditions of pay and allowances as are enjoyed by the Indian Army; and in fairness this should be antedated to July 1st, 1919, the date on which the revised conditions of pay for the Indian Army came into force. That would be a very just matter, and it would not be a very expensive matter to the taxpayer.—*Morning Post*.

MIDDLE-CLASS ELECTORATE.

Colonel. Pretyman Newman, M.P., speaking on December 2nd at the United Yards Club, Cannon-street Hotel, on the Middle Classes Union, said they were going to take a leaf out of the book of organized labour, and have a branch of the union in every political division of Great Britain. That meant nearly 600 branches. At every by-election they would put questions to the candidates, and where necessary would run a candidate of their own. They had got two of their members on the Central Franchising Board. They were organized to defeat any great strike directed to paralysing railways, transport services, and coal-mines. They had a very strong committee, with a distinguished ex-officer of the British Army at the head, one of the great organizers at the War Office. Organized labour claimed six and a half million votes and also four million votes from the co-operative societies; but the middle-class electorate numbered about 25 million votes, so that voting as one man the middle interest held a clear majority. As the next General Election the middle class man must vote as such for once.

UNDER THE PATRONAGE OF
Admiral of the Fleet, EARL DAVIE BEATTY, K.C.B., D.S.O.

WIN £2,500 FOR 5/-

AND HELP TO FURNISH SETTLEMENTS FOR
DISABLED SAILORS AND SOLDIERS
(Registered under the War Charities Act)

OTHER PEOPLE TALK—WE ARE DOING IT WITH
THE GOLDEN BALLOT

Tickets 5/-
1st PRIZE—£2,500.
2nd PRIZE—The Lease of a London House, or £1,000.
3rd PRIZE—A Motor Car. 4th PRIZE—A Pearl Necklace.
5th PRIZE—£500.
Hundreds of additional prizes including Furniture, Wearing
Apparel to Measure, Jewellery and Wine, &c.
Last date for sending remittances, Monday, February 22nd, 1920.

COUPON.
Write plainly in ink and cross your postal order. Letters to be addressed to
Mrs. C. P. Leyal, 8, Marble Arch, London, W.1, England.
Please post to me tickets for the Golden Ballot, for which I enclose
P.O. value _____

Name (in full) _____
Address _____



A sluggish liver is the
cause of most of the languid
feeling and ill-health of the Tropics. Try
SAL HEPATICA—mild but effective—
compounded entirely of harmless salts,
and so does not create a habit or the
need for increasing the dose. At
all dispensing chemists. Full
directions on each jar.

Sal Hepatica

HORLICK'S MALTED MILK

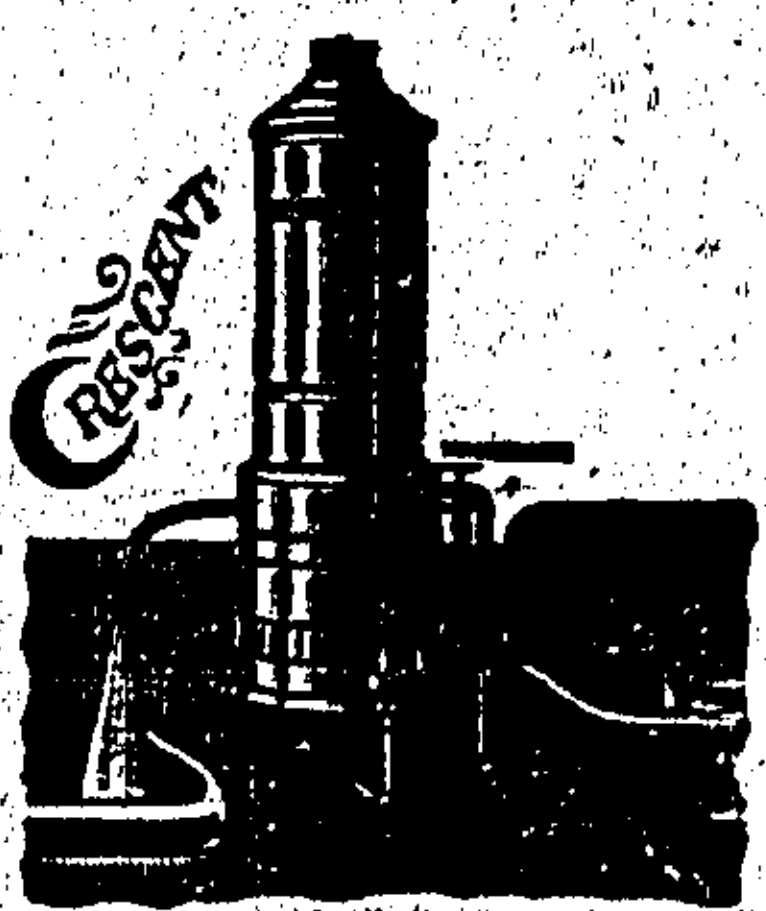
(MALTED BARLEY, WHEAT,
AND PURE FULL-CREAM MILK.)

The Food Drink with all the Virtues.

1. Generates force and sustains it.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready in a moment.
6. Suits all ages and conditions.
7. Keeps in all climates.

Also available in Tablet form to
be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENG.



Instantaneous Water Heaters
Unlimited Hot Water.
Reduced Prices.
C. P. WARREN & Co., Ltd.
20 & 22, Des Vaux Road, Central.
ESTABLISHED 1900.

WISEMAN, LTD.
TEA DANCE
To-morrow (Thursday),
February 5th, 1920.

Wai Kee
PLAID AND SAILMAKER
No. 12, Des Vaux Road, Central.
Top Floor.
HONGKONG
Telephone No. 1932.

WOMEN IN HONGKONG.

February 3rd.

There has been a great deal of grumbling and complaining by the women this week. I am afraid I cannot take up their cudgels or fight their battles on this occasion, as the authorities responsible for their grievances are unassailable. We cannot kick against the laws governing nature. Modern inventions may overcome many disabilities and may modify discomfort, but when it comes to a tussle with the elements, we have just got to make the best of things. It is a bit annoying for the fog to come before its time, but, personally, I rather enjoy it. At any rate I do until such time as my books, pictures and shoes begin to grow moss. Even then I blame my own carelessness for not having taken precautions to keep the mould away. There is something fascinating in the mystery that accompanies the fog. You get beautiful glimpses of landscape when you walk through the mist, as it shifts or sweeps along before a howling wind. Eventually when the fog lifts finally, the lovely view seems more soft and beautiful than ever, after its immersion in the moisture of Cloudland. Hongkong is exquisitely beautiful at this time of the year. Gardens are full of flowers, sweet peas and roses are in wonderful profusion this year, and Flower Street is like Wonderland. Everywhere on the mountain sides autumn tints make splashes of red between the dark greens of the evergreens. Tender new buds are appearing and the moss is gathering on the banks, while the softest little ferns and baby creepers, are beginning to encroach wherever they can get a hold. The island is like an emerald. One ought to feel good and charitable, and everything that is big and brave and grand, where nature has done so much to compensate one for exile.

I have been talking to some new-comers lately, and have recalled vividly my early days in Hongkong. We ought all to try not to forget those early days so that we might make an effort to cheer up other new-comers. It does not help just to leave a bit of printed paste-board. What they want is to be taken among people and be helped to get over the first few months. We do not need to bother too much about their antecedents or their claims upon society. The only claim we need to consider is claim of one human being upon the good-will of another. A little while ago a couple arrived here, to take up a Government appointment. Through some omission on the part of the Home Office, they were not expected! They spent a day searching high and low for accommodation; all hotels and boarding houses were full up. By the time a room was secured all the offices in town were closed and their baggage, including night attire, was safely locked up in Cook's office. Here was a pretty kettle of fish. A chance acquaintance on board ship was rung up in sheer desperation. She rescued them from a room in an undesirable quarter and put them up in her own home, providing them with necessities in the way of night attire. And yet with all this difficulty in obtaining rooms or houses, we read that His Excellency thinks the situation may be exaggerated. In the language of the poet "I don't think!" The question of housing has nothing to do with loneliness, at least not directly, but it leads one to think of the new-comers, who have this difficulty added to the feeling of utter desolation that attacks most women when they arrive as strangers in a far land. Parents, brothers and sisters and, worse still, children are left behind. They come from a busy life, full of all sorts of interests and duties and a certain amount of pleasure to a land where, until they make a circle of associates, there is nothing whatever to do. Joining a club before they get to know people does not help much, for no one would dream of speaking to them without a formal introduction.

If they came out to a Service or a firm, people belonging to the same crowd, but it takes a long time to get beyond the card exchanging stage, and many a lonely new-comer has complained that she does not even know her callers by sight. I know the proposition is difficult and that old residents cannot be expected to go round to hotels, boarding houses or house agents asking for a list of new-comers, to enable them to develop into ministering angels with dear little sprouting wings. But they could do a lot by just being chery to every new person they meet and dropping that air of unapproachable frigidity which is supposed to denote good breeding out here.

There must be something in the fog that makes one's thoughts turn to the forces of nature. I see that an Englishman writes in the *Daily Press*, suggesting that we might make use of the hot air in Hongkong, "by harnessing it and converting it into donkey engines." I like the combination "hot air and donkey!" I once heard a small boy suggest perfectly seriously that if one made a tunnel from the equator to the North Pole, you might carry hot air to the Frigid zones to make the climate more temperate. I told him that hot air could be carried without pipes, but he was too young and too serious to understand.

(Continued on page 2.)

NOTICES TO CONSIGNEES

CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CHAKSANG"
Having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by Feb. 8th, 1920, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.** General Managers.
Hongkong, January 31st, 1920. [337]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"KNIGHT OF THE GARTER"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Jan. 31st.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after Feb. 6th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Feb. 20th, or they will not be recognized.

No Fire Insurance will be effected by **BUTTERFIELD & SWIRE, Agents.**
Hongkong, January 31st, 1920. [333]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"ITOLA".

Arrived Hongkong, February 1st, 1920.
From BOMBAY, COLOMBO and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MAcKINNON, MACKENZIE & CO., Agents.
Hongkong, February 1st, 1920. [340]

NOTICE TO CONSIGNEES.
S.S. "DOYLESTOWN" VOY. 1-H.
FROM CALCUTTA via SINGAPORE and SAIGON.

The above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignee's risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Feb. 8th, at 10 a.m., and Feb. 7th, at 10 a.m.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after Feb. 7th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Hotel de Ville, Agents.
Hongkong, January 31st, 1920. [339]

NOTICES TO CONSIGNEES

PRINCE LINE EAST SERVICE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"MOONISH PRINCE"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, February 8th, at 10 a.m.

All Claims must be presented within Fifteen Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Feb. 10th, 1920, will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **SHAW, TOMES & Co., Agents.**
Hongkong, February 3rd, 1920. [354]

NOTICE TO CONSIGNEES.
The Steamship "ST. ANDREW"
FROM NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Feb. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 20th Feb. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Feb. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **DODWELL & Co., Ltd., Agents.**
Hongkong, February 2nd, 1920. [355]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

Consignees per Company's Steamer
"HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Feb. 2nd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all goods remaining undelivered after Feb. 8th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Feb. 22nd, or they will not be recognized.

No Fire Insurance will be effected by **BUTTERFIELD & SWIRE, Agents.**
Hongkong, February 1st, 1920. [349]

"PEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MAcKINNON, MACKENZIE & CO., Agents.
Hongkong, February 2nd, 1920. [350]

THE "GLE" LINE, LTD.
FOR BOSTON & NEW YORK VIA SUEZ CANAL.

THE Steamship
"GLENSHANE"

will leave Hongkong for the above ports during the
On or about FEBRUARY 4th.

For freight and further particulars apply to—
JARDINE, MATHESON & Co., Ltd., Agents.
Tel. 215—Sub. Ex. 52. [186]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM THE UNITED KINGDOM, Etc.

THE Motorship
"GLENARIFFE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Feb. 5th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Feb. 5th, 1920, at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd., Agents.**
Hongkong, January 30th, 1920. [333]

NOTICE TO CONSIGNEES.
The Steamship "MUNCASTER CASTLE"
FROM NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Feb. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 20th Feb. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Feb. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **DODWELL & Co., Ltd., Agents.**
Hongkong, 23rd January, 1920. [331]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"DILWARA"

Arrived Hongkong, on February 2nd, 1920.
From BOMBAY, COLOMBO and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MAcKINNON, MACKENZIE & CO., Agents.
Hongkong, February 2nd, 1920. [351]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for
Bahrain, Aden, Suez, Constantinople, and South African Ports.

THE Homeward Mail Steamer
"DILWARA"

carrying His Majesty's Mail, will be despatched from this port about FEBRUARY 10th, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay, and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office, until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—
MAcKINNON, MACKENZIE & Co., Agents.
P. & O. S. N. Co.
Post Box 112,
22 Des Vaux Road Central.

THE NEW FRENCH REMEDY
THERAPION NO. 1
THERAPION NO. 2

1. For Rheumatism, Gout, etc. 2. For Stomach and Liver Disorders, etc. 3. For Chronic Nephritis, etc. 4. For Chronic Catarrh of the Bladder, etc. 5. For Chronic Catarrh of the Prostate, etc. 6. For Chronic Catarrh of the Uterus, etc. 7. For Chronic Catarrh of the Vagina, etc. 8. For Chronic Catarrh of the Cervix, etc. 9. For Chronic Catarrh of the Endometrium, etc. 10. For Chronic Catarrh of the Fallopian Tubes, etc. 11. For Chronic Catarrh of the Ovaries, etc. 12. For Chronic Catarrh of the Pelvis, etc. 13. For Chronic Catarrh of the Peritoneum, etc. 14. For Chronic Catarrh of the Pleura, etc. 15. For Chronic Catarrh of the Lungs, etc. 16. For Chronic Catarrh of the Heart, etc. 17. For Chronic Catarrh of the Kidneys, etc. 18. For Chronic Catarrh of the Bladder, etc. 19. For Chronic Catarrh of the Uterus, etc. 20. For Chronic Catarrh of the Vagina, etc. 21. For Chronic Catarrh of the Cervix, etc. 22. For Chronic Catarrh of the Endometrium, etc. 23. 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For Chronic Catarrh of the Vagina, etc. 151.

JAVA-CHINA-JAPAN LIJN REGULAR PORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILAWONG	JAVA	9th Feb.	9th Feb.	SHANGHAI
TJIBINI	JAVA	10th Feb.	10th Feb.	JAPAN
TJISONDARI	JAPAN	15th Feb.	15th Feb.	JAVA
TJILATJAP	JAVA	22nd Feb.	22nd Feb.	SHANGHAI
TJIMAROM	JAVA	23rd Feb.	23rd Feb.	JAPAN
TJIMANOEK	JAVA	27th Feb.	27th Feb.	SHANGHAI
TJILEBOET	JAVA	27th Feb.	27th Feb.	JAPAN

*Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Building, 1st Floor.

Telephone No. 1174.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "ST. ANDREW"

Sailing on or about February 8th.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE

Sailing about End of March, 1920.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN,

S.S. "BORNEO MARU"

Sailing on or about February 10th.

For JAVA,

S.S. "RIJUN MARU"

Sailing on or about February 24th.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Agents.

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WOMEN IN HONGKONG.

(Continued from page 2.)

There is a full in the tempest of dancing this week. Badly wanted too! Last week, there were jolly little hops at the U.S.R.C., at the Peak Hotel and the Peak Club. Then there were the usual tea and dinner dances at the Repulse Bay Hotel, with the glorious drive there and back. Several private dances are coming off as a sort of round-up for the winter season. A party of uncrackable knuts—which means Bachelors—are giving a dinner and dance at the Repulse Bay Hotel and are providing the motor-cars. Every one thinks it a most sporting venture.

The wife of the Taipan of one of the big banking houses has issued invitations to a very big ball at Kingsclere. The Rakes are coming, and so is China New Year, and during this month and next month, there is to be a big exit of many well-known people taking long-deferred leave. Some of the young married women who are going will be sadly missed in dancing circles. Already the men complain of lack of partners. Oh, what would not our sweet country wall-flowers give for a winter season in Hongkong! Every one is sorry for the military nurses, who are not allowed to dance. It does seem absurd in these days to curtail the liberty of any grown-up responsible human being. You might as well join a religious order as the army nursing service. No one out here has any authority to modify the orders which come from the Matron-in-chief at home, but I hear that this is likely to be the last year that this hard rule will be enforced. One can, of course, see the reason why dancing for nurses is disallowed. The profession is one that makes a great demand upon nerves and energy. I have known several hospitals where under lax discipline patients have suffered from being at the mercy of women who came on duty fagged out after dancing half the night. But today, in most Government Hospitals, work has been reorganized on a system which enables nurses to have more time to themselves and better pay and pensions, so that both nurse and patients benefit. Nursing is a noble and fine profession for the right type of woman. It entails so much self-sacrifice and self-control that everything should be done to make the conditions as bearable and attractive as possible.

I have just heard from a friend who is touring with Marie Tempest that the company is in India. I believe we are to have them in Hongkong in March. The company is an excellent one. During her South African tour, Miss Tempest was warned of the disabilities she would have to contend with in the East, in the matter of staging, so with her well-known thoroughness she worked out a scheme to combat these difficulties and had her scenery made up on curtains, with wonderful artistic effect. Her stage management and her productions are worked out to the smallest detail. Lamp shades, flowers, chintzes, and cushions all blend in her colour scheme, and she will search high and low to get what she wants, with as much care as a woman furnishing a drawing room. Her dresses and those of her company harmonise with the surroundings. I remember the occasion of my first interview with her. It was during an interval in the performance of the "Duke of Killikrannie" and she received me in her dressing-room. I was so fascinated by her personality and her beautiful costume that it was difficult to stick to business. Our talk ranged over many experiences and across many lands, and she told me of her intention to visit the East. She spoke of the encouragement shown to artists in America, and especially Chicago, where a society exists which launches plays by unknown writers and gives many a budding genius his chance in life. She told me how hard she had worked to achieve her success, explaining that for a successful career on the stage, the training of every faculty is necessary. Elocution, voice production, physical culture, exercises in memory and a deep study of literature and stage traditions are all part of the foundation of the structure constituting the equipment of a real actress. When she plays here in "Cousin Kate," "Penelope," "The Barn," and many other delightful plays, you will see for yourselves how wonderfully fresh her art is, in spite of her many years of success and fame. She started her stage career in musical comedy, took models for singing and elocution in England and Italy, produced plays and ran her own theatre, and is now touring the world and holding audiences spell-bound with her charm and perfect acting.

THE SHERIDANS.

Wind this
Watch only
once a Week

\$4.20 17/6



8-day Lever.

Jewelled at 7 Points

Guaranteed for 5 years

Buy Direct from England

This Watch will serve you for many years and give no trouble.

Its only need—winding on Sundays.

It is a concrete example of high efficiency.

Guaranteed fully for 5 years against all defects of material and workmanship.

Elegant, well-made Case. Reliable, strong Movement.

Buy it—we guarantee it!

This 8-day Lever Watch, Open Face, as illustrated, in beautifully polished plain Solid Nickel Case.

No. 388 Price (17/6) \$4.20

In Artistically Engraved SOLID SILVER Case (British Government Stamp). Open Face as illustrated.

No. 518 Price (27/6) \$6.50

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No. 631 Price (32/6) \$7.80

LUMINOUS DIAL AND HANDS (5/-) \$1.20 extra

Prices are calculated in Gold Dollars at 4s. 6d. to 5s. sterling.

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The quality of every article you buy of us is dependable: your satisfaction is fully guaranteed. If you are not pleased with any article send it back to us. Then we will immediately return your money—and all the postage charges you may have paid.

Fill in this Order Form. Then cut it out and put it into an envelope, with your name and full address (Deposit \$1.00)

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Deposit \$1.00 herewith. Also send me your Illustrated Catalogue. My name and full address are enclosed with this order form.

799 Bristol Bridge, Bristol, Eng. Watchmakers to the British Admiralty.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILING SUBJECT TO ALTERATION

MANILA	SHANGHAI	LOONGSANG	Fri.	6th Feb.	3 p.m.
SHANGHAI	LOONGSANG	Fri.	6th Feb.	3 p.m.	
LOONGSANG	SHANGHAI	Fri.	6th Feb.	3 p.m.	
SHANGHAI	LOONGSANG	Fri.	6th Feb.	3 p.m.	
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LOONGSANG	SHANGHAI	Fri.	6th Feb.	3 p.m.	
SHANGHAI	LOONGSANG	Fri.	6th Feb.	3 p.m.	

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong, to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Hongkong, with intermediate calls for passengers and cargo.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hongkong, with intermediate calls for passengers and cargo.

SORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

S.S. "FOOKSANG" will be despatched on or about

February 9th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 315.

GLEN AND SHIRE

Joint Service of Steamers

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong
"PEMBROKESHIRE"	8th Feb.

HOMEWARDS.

Vessel	Leave Hongkong	Discharges
"GLENAMOY"	About 9th February	GENOA & ANTWERP
"GLENNAVY"	"Middle of February"	GENOA
"GLENSTRAE"	"Middle of February"	LONDON
"GLENABIFFE"	"Middle of February"	GENOA & ANTWERP
"PEMBROKESHIRE"	"Middle of March"	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 315, sub. ex. 22.

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For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "CAPE MAY"

EARLY FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight space and particulars apply to:-

THE ADMIRAL LINE

TELEPHONE 2477 & 2475 AGENTS 5th Floor HOTEL MARRIOTT.

258

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sannomiya

2844, 2833.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWAKAMI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASAJI ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,300 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bldg. Kobe.

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SAVARESSE'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM. Of all Capsules. Made in London.

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APIOLINE

(CHAPOTEAUT)



LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to Tonic, Steel Drops and Pearly Royal.

CHAPOTEAUT, 8, rue Vienne, Paris.

Sold by all Chemists.

HALF A CENTURY REPUTATIONS

DR. LECLERC'S PILLS FOR THE LIVER & KIDNEYS

Invaluable for diseases of these important organs. Gravel, Rheumatism, Gout, Biliousness, &c.

Pills for Indigestion, Constipation, &c. Dr. L. Leclerc, 12, rue de la Harpe, Paris.

LONDON: R. L. L. & Co., 12, rue de la Harpe, Paris.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Boarding House, Hall, Church, Private Cabins and beds in Dormitories.

Motor Launch "Day Spring."

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AMERICAN & ORIENTAL LINE

For NEW YORK.

S.S. "SUVERIC" via Panama February 10th.

For BOSTON & N W YORK.

S.S. "LUCERIC" via Suez March 25th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOIA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

"ELIEMAN" LINE.

(JULIEN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM "ST. FRANCIS" ... 7th February.
LONDON ... "MATOPO" ... 10th February
LONDON ... "SWAIZ" ... 15th March

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the

undersigned.

THE BANK LINE, LTD.,

or to Messrs & Co., Canton.

General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
AMOY & SHANGHAI	"SHUNTEN"	On 4th Feb.	7 A.M.
SAIGON	"PAOTING"	On 4th Feb.	Noon.
SWATOW and SINGAPORE	"LINAN"	On 5th Feb.	10 A.M.
SHANGHAI	"HINKANG"	On 5th Feb.	Noon.
SHANGHAI & "HINKANG"	"YINGCHOW"	On 7th Feb.	4 P.M.
MANILA, CEBU & ILOILO	"TANING"	On 10th Feb.	4 P.M.
SHANGHAI	"SUNNING"	On 12th Feb.	Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to Yaguang and Northern China Ports. Passengers are added in Shanghai, avoiding the inconvenience of transshipment at Woung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 38

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in stateroom and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

HAICHING	Capt. A. H. Stewart	THURSDAY, 5th Feb.	at Noon.
QUINNEBAG	Capt. J. Medina	FRIDAY, 6th Feb.	at Noon.
HAICHONG	Capt. W. C. Passmore	TUESDAY, 10th Feb.	at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Elake Pice).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

3

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELIEMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ARISTO" ... via Suez ... 15th Feb.
"CHARLTON HALL" ... via Suez ... 25th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD, HONGKONG
HONGKONG AND CANTON BEISS & CO. CANTON.

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P. & O. - BRITISH INDIA,

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENS-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SANGOLA"	6,000	5th Feb. Noon	Straits, Ceylon, Bombay.
"SOMALI"	6,700	11th Feb.	MARSEILLES & LONDON direct.
"NAGOYA"	7,000	13th Feb.	Do
"DILWARA"	6,800	15th Feb.	Straits, Ceylon, Bombay.
"KASHMIR"	8,000	19th Mar.	MARSEILLES & LONDON via Cebu.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,700	5th Feb. 1 P.M.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	5th Feb. 4 P.M.	Calling at Manila
"EASTERN"	4,000	26th Feb.	Sandakan, Thursday Island, Queensland Ports, and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EASTERN"	4,000	5th Feb.	Kobe
"TARADA"	7,000	10th Feb.	Shanghai & Kobe.
"KASHMIR"	8,000	10th Feb.	Shanghai, Kobe & Yokohama.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

* Passengers tranship at Colombo to "Mantia."

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM"	... About Feb. 7th.
"CROSSKEYS"	... About Feb. 15th.
"WHEATLAND"	... About Feb. 22nd.
"ENDICOTT"	... About Mar. 15th.
"KLETON"	... About Mar. 30th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	... About Feb. 20th.
"ABERCOR"	... About Mar. 5th.

Through Bills of Lading issued to Overland Com on points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HOTEL MANHATTAN.

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FOR NEW ORLEANS.

THE U.S. SHIPPING BOARD

S.S. "ASKA WAKE"

About Middle MARCH, 1920.

For freight space and particulars apply to—

THE ADMIRAL LINE,

Agents.

Telephones,

477 & 478.

5th Floor.

Hotel Manhattan.

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TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL-STEAMERS.

Steamers	Tons	Leave Hongkong
PERBIA MARU	9,000	Feb. 3rd.
KOREA MARU	20,000	Feb. 23rd.
TENYO MARU	22,000	Mar. 11th.
SHINYO MARU	23,000	Apr. 1st.
SIBERIA MARU	24,000	Apr. 1st. (from Yokohama).

* Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 13th. 1920
SEIYO MARU	14,000	Mar. 11th.
KIYO MARU	17,500	July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—

Telephone 2374 and 23

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STRAITS & DEPARTURE SAILING DATE

SHANGHAI, KORE & YOKOHAMA	"AMAZONE" ... 10,000	On or about 4th Feb.
	"PAUL LECAT" ... 20,000	On or about 22nd Feb.

SHANGHAI (Only)

MASSILLON, SAIGON, SINGAPORE, COLOMBO, CANTON, SUEZ, PORT SAID	"SCHARNHORST" ... 12,000	On or about 18th Feb.
	"PORTHOUS" ... 30,000	On or about 18th Feb.
	"AMAZONE" ... 10,000	On or about 1st Mar.
	"PAUL LECAT" ... 20,000	On or about 20th Mar.

Cargo boat for EUROPE

to call at MARSEILLES, if sufficient

incubation. offers

GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM

"COMMANDANT MAGES" ... On or about 26th Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

Telephone 740.

R. RODENFUSER,

Acting Agent,

Queen's Building.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Sunday, 15th February.

GENOA—Monthly service. Taking cargo on through Bills of Lading, shipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CANADA MARU" ... End of February.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Wednesday, 4th February.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Wednesday, 18th February.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Thursday, 6th February.

"MADRAS MARU" ... Sunday, 22nd February.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular, fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway

"AFRICA MARU" ... Wednesday, 25th February.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAJO MARU" ... Sunday, 8th February.

For TAKAO via SWATOW and AMOY.

"GOSU MARU" ... Thursday, 12th February.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

Tel. No. 744 and 745. No. 1, Queen's Building.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"
Mar. 23rd. Mar. 2nd.

[An unsurpassed high-class passenger service.]

O. H. BITTER, Freight and Passenger Agent,
Ice House Street.

Prince's Buildings.

COMMERCIAL

OPENING QUOTATIONS

ON LONDON.—	February, 1884	
Telegraphic Transfer	—	68½
Bank Bills, on demand	—	68½
Bank Bills at 30 days' sight	—	67½
Bank Bills, at 4 months' sight	—	67½
Credit, at 4 months' sight	—	67½
Documentary Bills, 4 months' sight	—	67½
ON PARIS.—		
Bank Bills, on demand	—	—
Credit, at 4 months' sight	—	1310.
ON NEW YORK.—		
Bank Bills, on demand	—	97½
Credit, at 60 days' sight	—	98½
ON BOMBAY.—		
Telegraphic Transfer	—	201½
Bank Bills, on demand	—	201½
ON CALCUTTA.—		
Telegraphic Transfer	—	201½
Bank Bills, on demand	—	—
ON SHANGHAI.—		
Bank Bills at sight	—	nom.
Private, 30 days' sight	—	nom.
ON YOKOHAMA.—On demand	—	198½
ON MANILA.—On demand—Pesos	—	198
ON SINGAPORE.—On demand	—	23½
ON BATAVIA.—On demand	—	219
ON HONGKONG.—On demand	—	nom.
ON SWATOW.—On demand	—	nom.
ON BANGKOK.—On demand	—	nom.
SOVEREIGNS, Bank's Buying Rate	—	£ 3.60 n.
GOLD LEAF, 100 fine, per tael	—	\$33.00
SILVER, per oz.	—	85 d.

SUBSIDIARY CODES:

SUBSIDIARY COMES		
		Per cent
Hongkong	20 cents piece	\$0.00 Discount
Hongkong	10 "	2.0 Premium
Canton	20 "	6.80 "
Canton	10 "	0.00 "

BANKS

BANKS

HONGKONG SAVINGS BANK
THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION** and all business may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 34 per cent per annum.
 Depositors may transfer at their option balances of \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4 per cent per annum.
 For the **HONGKONG AND SHANGHAI BANKING CORPORATION**
N. J. STARR,
 Chief Manager.
 Hongkong November 2nd 1919 9

THE BANK OF TAIWAN LIMITED
(TAIWAN JINKO).
—
INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1889.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... " 27,500,000
Reserve Funds ... " 7,000,000

HEAD OFFICE:
TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka,
Moji.
FORMOSA—Gharu, Kagi, Karenko, Keeluan,
Makung, Nanto, Pinan, Shinchik,
Taichin, Tainan, Takow, Tamshu,
Tolyuen, Aiko.
CHINA—Shanghai, Hankow, Kinkian,
Amoy, Poochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore,
Soerabaya, Semarang, Batavia, Bood-
bay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER, AND
PAKES' BANK.

The Bank has Correspondents in Com-
mercial Centres in the European Continent,
Russia, Manchuria, Tsingtau, Japan, India,
China, Siam, India, Philippine Islands,
Java, and other Dutch Indies, Australia,
America, Africa, &c.

Interest is paid on Current Accounts and
Fixed Deposits at rates which will be quoted
on application.

SEIZO KONDORI
HONGKONG—PRINCIPAL—Manager.
2, Des Voeux Road, Central.
Hongkong, November 1st, 1919. 43

HEAD OFFICE:—No. 2, Queen's Road, Central
Paid-up Capital \$2,000,000.00

Directors

Mr. FONG WAH TAO, Chairman.

Mr. Chow Shou Son,	Mr. Chan Ying Po.
Mr. Li Koon Chun,	Mr. Chan Kai Ming.
Mr. Mok Ching Koon,	Mr. Fung Fung Shun.
Mr. Wong Yun Tong,	Mr. P. K. Kwok.
Mr. Chan Ching Shek,	Mr. Hon Chang Luk.

Chief Manager:—KAN TONG PO.

Asst. Manager:—LI TEE FOE.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2	per annum
For 6 months at the rate of 4	per annum
For 12 months at the rate of 5	per annum

KAN TONG PO, Chief Manager.

1108

**THE INDUSTRIAL & COMMERCIAL
BANK LTD.**

Head Office:—6, Des Voeux Road Central
Hankow Branch:—Panoff Building.
DOMESTIC AND FOREIGN BANKING
SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits
bear interest at Rates 2%, 4%, 5%,
respectively.
Inquiry on our **SPECIAL SERVICE**
will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [cc]



THE EGYPTIAN CIGARETTE

MANUFACTURED BY HAND BY

MASPERO FRERES IN CAIRO.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

THE BANK OF CHINA
行銀國中

SPECIALLY AUTHORIZED IN CHINA
PRESIDENTIAL MANDATE NO.
2223 NOVEMBER, 1917.)

Authorized Capital	...	...	860,000
Paid-up Capital	...	...	\$1,279,800
Reserve Funds	...	...	\$ 3,197,400

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES

(PEKING): **Haiping, Tungchow, (NORTH)**
Miyi, Chobien, Fankien, Nijianlan
Shanlung, Samsing, Hsienan, Pofofui
Lutai, Tsinhsien, Szechuan, Shunghufu,
Tungshan, Tsinan, Chobien, Yenchien.
(MANGCHUEI): Changchung,
Moukden, Kirin, Tsinshan, Newchang,
Maoyuanchei, Haino, Hsinning,

Maonanfu, Harbin, Dalny, Antung,
Tiehling, Chinghsien, Sifeng, Hulan.

Buifu, Hallufu, Ningtau, Kungchow,
Liaoyang, Fuy, Yench, Kaiping-
den (HUPU): Hankow, Shai, Ichang,
(HUPAN): Changsha, (KIANGSU) Shang-
hai, Nanjing, Sochow, Yangchow,
Chinkiang, Wush, Hsuehufu, Tung-
chow, Soowu, Tainkiaofo, (SHANTUNG),
Tsinan, Tingtau, Chedoo, Tientsin,
Lintsinhsien, (SHANNI): Talyanfu,
Yencheng, Shinkienhsien, Taitung,
(HONAN): Kaiting, Chowkiow, Hsueh

Swatow, Kiungchow. (FUKIEN): Foochow,

Amoy, Hankong, Chuanchowfu, Changchowfu, Santiao. (CHIEKIANG) Hanchow, Shioching, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSU) Nanchang, Kinkiang, Kanchowfu, Chintchen, Chian. (ANWEI) Wuhu, Ankang, Pangfow, Juchowfu, Tabing, Tungli, Lnan. (SECHWAN) (KWEICHOW) Kwiyangfu, (YUNNAN) Sianfu, Changchungfu. (SUICHAN) Kaili.

HONGKONG BRANCH.
Interest allowed on current accounts and
Fixed Deposits. Terms on application. Every

description of Banking business transacted.
 Loans granted on approved securities.
 Special facilities for Home Exchange.
TSUYEE PEE,
 Manager.
 Hongkong, May 18th, 1919.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1882.

HEAD OFFICE—LONDON.

aid by Capital	125,000,000
Reserve Fund	23,000,000
Reserve Liability of Proprietors	23,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened, and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

J. L. BROCKATT,
Manager

Hongkong, January 3rd 1980. 52

Printed and Published by HENRY ARO
"DAILY PRESS, LTD." at 10A, Des Voeux
Road, C.O.S.: 121, Fleet Street.

Paid-up Capital	...	...	...	\$15,000,000
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Reserve funds:—	
Sterling	£1,600,000
Silver	\$31,000,000
Reserve Liability of Proprietors £15,000,000	

Court of Directors:

J. A. FLUMMER, Esq.—Chairman.	
Hon. Mr. E. V. D. PARÉ—Deputy Chairman.	
J. W. C. BONNAR, Esq.	P. H. HOLYOAK, Esq.
A. H. COMPTON, Esq.	Hon. Mr. J. JOHNSTON
Hon. Mr. S. H. DODWELL	W. L. PATTENDEN, Esq.
C. A. GUBLEY, Esq.	ROSS THOMSON, Esq.

Hongkong—N. J. STARR, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
& PARREY'S BANK, LIMITED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum
" 6 " 3 " " " "
" 12 " 4 " " " "
N. J. STARR,
Chief Manager.
Hongkong, January 23rd, 1920. B.

... ..

(FRENCH BANK)

Head Office: 15bis Rue La Fayette, Paris.

Capital	Fr. 48,000,000
Reserves	50,000,000

BRANCHES AND AGENCIES:

Bangkok	Hongkong	Saigon
Batambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiiphong	Peking	Tourane
Hankow	Panama	Yokohama

BANKERS:

AGENCE Comptoir National
 d'Escompte de Paris; Credit
 Lyonnais; Banque de Paris et des
 Pays-Bas; Credit Industriel et
 Commercial; Societe Generale
IN LONDON: The National Provincial
 & Union Bank of England Ltd
 Comptoir National d'Escompte
 Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.
 Interest allowed on Current Accounts and
 Fixed Deposits according to arrangement.
 Every description of banking and
 exchange business transacted.

L. BERINDOAGUE,
Manager:
Hongkong, December 1st, 1919 78

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